VOLUME VI NUMBER 8

March 11, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

DAYTONA PREVIEW

see page 12

Just a sample of the beautiful scenery that a good enduro course opens up to two-wheeled outdoorsmen (and women). These riders are enjoying part of the High Mountain Enduro course. For the rest of the story, see page 3.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc. Pits close 7:30 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

HARE SCRAMBLES by Americans M.C., limed from Hi-Vista Store, just north of Ponderosa, Cal., race at noon.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

SATURDAY, MARCH 8th

AMA PROFESSIONAL SHORT TRACK INDOOR races. Concrete tenth mile track. Cow Palace, San Francisco, Cal. Purse $900. Warm-up 7 p.m., racing 8:30 p.m. Final indoor race until October.

SUNDAY, MARCH 9th

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

TT SCRAMBLES by San Pedro M.C. at Elsinore Raceway. 9-100cc practice at 8 a.m., 101-250 at 10 a.m., Hvywts. at 1 p.m. Info: (213) 833-4451.

SCRAMBLES by the Polka Dots M.C. at Helvetia Park on Hwy 16 "River Road", Sacramento to Woodland, Cal. Prac. 9 a.m. Start at noon.

MOTO-CROSS at Carlsbad Raceway, Carlsbad, Calif. AMA sanctioned. Sponsored by the Brush Barons M.C. Gates open at 7:30 a.m. Expert, amateur and powder puff prac. 8, first moto(experts, amateur and powder puff) at 9:30. Separate novice prac. & motos after lunch. Info. (714) 746-3839.

TT SCRAMBLES, Sportsmen M.C. at Saddleback Park on new track. District 37 points. Rain date is March 23rd. Ultralightweight sign-up closes at 8:30, Lightweight closes 9:30, Heavyweight and sidehacks close at noon. Separate practice for each class.

SCMA POKER RUN. Start-Laidlaw H/D, 8351 Garvey Blvd., So. San Gabriel, Cal. Sign in 8-10 a.m., finish closes 2 p.m. Info: (213) 429-3557.

HARE AND HOUND by the Sandblasters M.C. AMA sanc. All bikes start at 10 a.m. Limed north from Junction of Hwys. 178 & 14 and south from Inyokern, Cal.

DAYTONA SPEED WEEK

March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SATURDAY, MARCH 15th

SCMA ST. PATS DAY PARTY. Amvets Lodge, 1002 E. Artesia Blvd., Long Beach, Cal. 8 p.m. Donationa: $1.00 per couple, sgl. 50¢. Info: (213) 429-3557.

SUNDAY, MARCH 16th

TT SCRAMBLES at Adelanto, Cal., by the Desert Phantom M.C. on Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

FOUR ACES TT SCRAMBLES at Somis Speed Sport (formerly Bay Mare) AMA sanc. Prac. 8 a.m., start 9 a.m. Info: (213) 845-2788.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box [CANCELLED] Huntington Beach, Cal. 92647.

ENGLISH TRIALS by the Southern Calif. Trials Assoc., at Oak Glen, Cal. Limed from the Red Barn Dinner House on Oak Glen Rd., approx. 15 miles North of Beaumont. Don't take Oak Glen Rd from Yucipa end, due to a washed out bridge. Sign up at 9:30 Trials start 10:30. Info: (213) 865-3991. Mufflers and spark arresters mandatory.

TT RACE by the Mesa M.C. at Southbay Speedway on Otay Mesa, Cal. Previously known as Mesa Speedway, adjacent to Brown Field Airport.

12th ANNUAL POKER RUN by Hi-Way Kings M.C. Start 8 a.m. to 9:30 a.m. Deadline 2:30 p.m. AMA sanc. Start at Long Beach Harley-Davidson, 3654 Long Beach Blvd., Long Beach, Cal.

POKER RUN at Napa Cal. by Napa M.C. at Napa Fairgrounds, Burnell St. Gate. Sign-up, 9 to 11:30 a.m. AMA sanc.

PROSPECTORS HARE SCRAMBLES. Separate course for trailbikes. Limed from California City Golf Course near Mojave, Calif. 10 a.m. start.

HARE SCRAMBLES by the Prospectors M.C., limed from California City Golf Course near Mojave. Start 10 a.m. Trophies available from Dec. 15 race.

WEDNESDAY, MARCH 19th DIST. 37

SCRAMBLES REFEREES MEETING. Poplar Street Playground. Please attend and complete scrambles check list.

SUNDAY, MARCH 23rd

AFM NATIONAL POINTS ROADRACE at Vacca Valley Raceway, Vaccaville, Cal. Info: (415) 588-6526.

SCRAMBLES by the Sinners M.C. at Perris Track. Small bikes morning, big bikes noon.

HARE SCRAMBLES by The Invaders M.C., Dist. 37 points. Sidehacks welcomed, 10 a.m. start. Limed from Red Rock Canyon on Hwy. 14. Info: (213) 254-1306.

2nd ANNUAL SAUCER RUN HARE SCRAMBLES by the Invaders M.C. at 10 a.m., limed from Red Rock Canyon, hwy. 14, 20 miles north of Mojave Desert. Dist. 37 point run.

3rd ANNUAL EGG HUNT by the Terrapins M.C. Start from S.D. Harley-Davidson Co., 929 India St., San Diego, Cal. AMA sanc. Sign in 9 to 10 a.m. Info: (213) 835-0778.

CHARITY RUN for needy children by Freedom Riders M.C. Start Long Beach Honda, 11747 E. Carson, Lakewood, Cal. Donation includes coffee & donuts at start, meal at finish, $2.50, children $1.50. Sign in 8-10 a.m. Info: (213) 429-3557.

SAT. & SUN., MAR. 29 & 30th

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 15, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

Sidehacks Sat. and Sun.; gates open 6 a.m. both days.

SUNDAY, MARCH 30

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

MOTO-CROSS at the Santa Maria Speedway, sponsored by Lompoc Slo-Pokes M.C. AMA sanc., limed from the Bakersfield turn-off.

11th ANNUAL ANGELS' FLIGHT by the Lost Angels M.C. Limed from Hi-Vista Store. Dist. 37 desert points. 10 a.m. start. Large rock party Sat. night. Info: 768-1058.

WED.—SUN., APRIL 2—6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.—SUN., APRIL 3—6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

SUN., APR. 13, MAY 11, JUNE 15

SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

SUNDAY, APRIL 13th

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavyweight at 1 p.m. Info: (805) 497-2060.

SUNDAY, APRIL 20

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SAT. & SUN., APRIL 26 & 27th

Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SUNDAY, APRIL 27

90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

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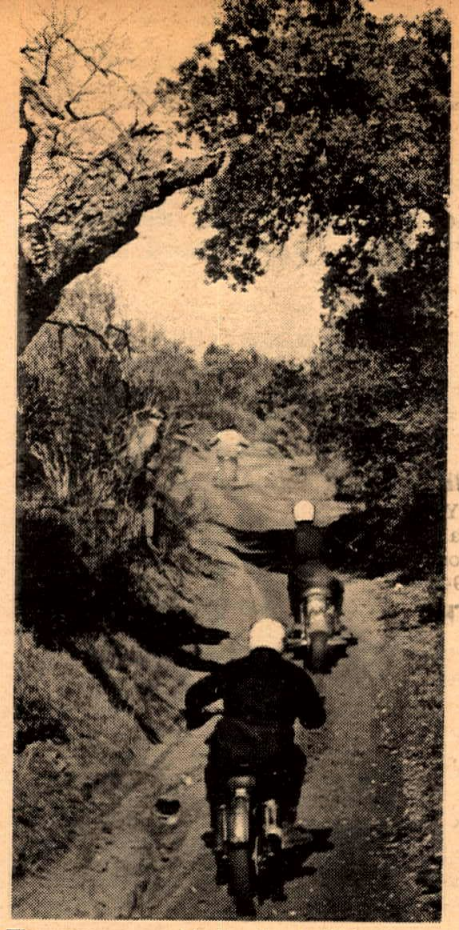
PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

Goodyear photo

Hi-Mountain Enduro Rolls Through Rugged National Forest

Story and Photos by Leonard E. Sipe



The course was able to absorb 30 inches of rain and still remain comparatively mud-free. Cal Poly Penguins can be counted on to provide the best in California scenery.

Jawa-mounted enduroist passed the police check at the start with approved spark arrester.

SANTA MARGARITA, Cal., Feb. 16– The Cal Poly Penguins M.C. presented their 19th annual Hi Mountain Enduro in the rugged pastoral beauty of the Los Padres national forest. It had been raining steadily for two weeks, but on the day of the event the deity of motorcycling was kind and brought forth clear blue skies and a warm sun.

The Cal Poly Penguins is a club of about thirty members, all students or recent graduates of California State Polytechnic College in San Luis Obispo.

The 76.6 mile course, laid out in two separate loops, had been revised slightly. It was orginally an 85 mile run, but a few miles of obscure paved county road had to be deleted. This year, the California Highway Patrol resolutely pointed out that unlicensed, unequipped motorcycles on any section of blacktop was a No-No. And to emphasize the need for strict law enforcement at this potentially unlawful event, a patrol unit was on hand at the starting area to check out a few bikes for proper papers and I.D. numbers.

At 9:01, riders began taking off, five at a time at one minute intervals.

The 43.3-mile first loop began with a short section of sandy river-bed that led riders to the base of a large hill, to be surmounted in a series of small, steep hillclimbs. At the ridge, the course continued on into the green, rain-fresh backwoods with hundreds of twists and turns. The loamy ground had soaked up over 30 inches of rain, resulting in the kind of good, damp traction that is a joy to ride.

Near the end of the first leg, riders came down a 3/4-mile smooth dirt road that could be taken at speed to try and make up lost time. Then a sharp corner that came to a wide arroyo, down the rough, choppy sand-and-gravel riverbed again for the last few hundred yards to the noon check back at the starting area.

The morning's ride was a comparatively easy one, but it was long enough and difficult enough to thin down the original field of 375 starters to less than half that number. At the noon check riders took a 40 minute mandatory layover before starting the second part.

At 12:01, the hundred or so riders still in contention began the 33.6-mile second loop. It was more demanding than the first, full of rocky clumps, a myriad of stream crossings that drowned out more than one engine, and an extremely steep step-hill that turned into a time-consuming bottleneck. Distressed riders cluttered things up with their stalled vehicles, hampering the flow of mountainside traffic.

There were also deep mudholes to trap the unwary. Some machines bogged down so badly it took three or four helpers to get them out. At 1:30, riders began checking in back at the final point.

One nice thing about enduros is that friends can ride as a team. Here a group of three start the trek on the same minute.

Club members and volunteers check the riders in at points along the trail. Then times have to be computed and winners tallied, which is why big enduros often require several weeks to get results finished.

One rider who finished very close to his designated time was Steve Hurd, last year's #1 heavyweight desert rider in District 37. A motorcycle dealer that believes in his product, Steve rode one of his new 90cc Kawasaki 5-speeds taken straight out of the crate.

The only change made to an otherwise stock machine was to install a larger rear sprocket. It ran as strong at the end of the run, Steve claims, as it did at the beginning, where he entered the enduro with only fifteen miles on the odometer.

The exceptional torque and tractability of the little mount helped Steve finish with a calculated loss of only sixteen points. This could be good enough to put him on top as overall winner.

Hurd started out five minutes late, made up all but two minutes at the end.

Also winding up with extremely low marks was Dave Ekins riding a 100cc Rapido, with frame and suspension modified according to his own requirements.

When it was over, riders had nothing but praise for the Cal Poly club. Their annual event was well organized and had been laid out with thought and originality. The club is to be especially commended for keeping the course well marked. It was almost impossible to get lost, and dangerous areas were clearly indicated.

The Penguins had made arrangements with the ham radio club at the college to have mobile radio facilities set up, keeping in constant touch with the half dozen field checkers via walky-talkies in case of emergencies. Officials were able to keep track of riders on a master check list this way.

Good speedometer and accurate watch are enduroists tools.

The way to win, say experts, is figure your minutes-per-mile to arrive at checkpoints right on time.

ROAD COMPETITION CLUBS

advertise your coming events in a space this size for only $19.50 (non-profit club rate). Send us the information and a check or money order and we'll do the rest.

(DEADLINE IS WEDNESDAY, 5 p.m.)

Cycle News Ads
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March 23 – Mini-Bike Meet; SCTA Riding School
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VOICES OF THE WEST

Readers are invited to voice their views in the "Voices" column. Names may be withheld on request, but unsigned letters will not be considered.

ROUGH LUCK

One Feb. 16 the Crestline MC staged their first official event, an Enduro near Rialto. The members wanted their first one to be a good one.

Due to the terrain features of the area, the course had to be well marked There were very few trails that could be followed and a large quantity of lime and ribbon was a must.

The weekend before the event, the membership carefully limed the entire course in such a manner that not even the rankest novice could lose his way. Ribbon was placed no less than a hundred feet apart for the entire twenty-three miles. During the following week all hell broke loose. The rains came, the lime was gone. A group of horse lovers from a nearby riding academy took it upon themselves to become the savious of their kind and the ribbon was stripped off, wadded up and discarded. Flash floods had reduced rough sections of the course to impossible.

Groups of lesser determination would have cancelled the event when by the Saturday before the race the rain was still coming down, but this was inauguration time. The Crestline club donned their rain suits and set out to re-mark the course. For fourteen hours it rained, and for twenty hours the club worked to restore some semblance of the original course.

Sunday rewarded all with bright skies. The course was ready. Two hundred and twenty entries competed and the hard work paid off. The treasury, which was completely depleated, was once again fat by over five hundred dollars. After the trophy money was taken a nice profit would be shown.

As the members rode off to clean up, they were obviously elated, it was all worth it.

But their elation was short lived.

Upon returning, it was learned that every last penny of the days receipts had been stolen from the sign-up trailer. Some sick-minded individual had put the grab on it all. All of the entry fees, plus over eight hundred dollars in cash checks that Dub Smith, the race chairman, had taken in at his cycle shop on Saturday. The whole kall of wax.

What now: No trophy money, no money for another event, Nothing. Is there satisfaction in the fact that the event itself was a success? Would you be satisfied?

What can we, fellow enthusiasts, do? Should we take up a collection? Stage a benefit race? What? I have talked to a club member about it. I learned that they may have found the answer. The club has been trying to get a bike donated to be raffled off. If they can't work this out there are other possibilities, but nothing certain.

I can think of only one sure answer. If the Crestline MC can somehow rake up the money to stage another event, let's get together and make it a great success. They have the guts to try it again. Think about it.

STAN COFFEE
Taft, California

GOOD HARE & HOUND

I just want to say congratulations to the Desert M.C. for their great hare'n hound on February 16. Their organization was great, and the course was marked so it was almost impossible to miss.

I've been in about 20 races, and this was the best yet. The course was fun and they let the trailbikes race instead of push. I just hope more clubs get the idea.

JOHN PAVICH
Van Nuys, Cal.

DON'T BE A "HOT HEAD"

Would the person, who "accidentally" picked up the Orange Bell Star Helmet off the back of our truck at Perris Race Track Sunday, please return it!

The boy who owns it worked for six months to pay for it.

I'm sure it couldn't possibly mean as much to you as it does to him.

Anybody knowing anything about it please call (213) 280-4107.

HELEN PARKER
3326 N. Angelus
Rosemead, Calif.

100cc vs. 125cc IN DESERT

I am ready for a new competitive bike as mine is getting pretty tired. After looking around, I have found that my choice of race ready 100cc bikes is very limited. If the class was increased to 125cc's, I would have much more to choose from – most of the new race ready trail bikes are 125cc's.

To my knowledge, Honda is the only one that has a decent new 100cc bike.

I'd like to have trail bike riders send me a postcard stating their preference of 100cc or 125cc. I'll get these cards to a district meeting to let them know whether or not the riders feel 125cc should be the limit on trailbikes.

D.S. MARTIN
4578 W. 138th St.
Hawthorne, Calif. 90250

NIXON'S ROAD RACES

The Betzel Smith article in the number 3 Feb. 18th issue, page 14, was extremely well written. In this he displays the knowledge that could only be attained by following our National AMA Championships very, very closely. Surely, he is one of the best informed authors on our great sport.

But holy smoke Mr. Smith! How could you make such a mistake about our National Number One, Gary Nixon. You stated that "now he needs to add only a road race to become the first rider to win every type of national event." Do you not remember the year Nixon earned his number 1?

Daytona? Gary had the back-to-back wins there with a Yamaha win on Saturday in the Amateur-Expert 250 go, then repeated his win Sunday in the big 200-miler for Experts. The 75-mile National at Carlsbad, Calif? He won that, and the 100-mile National at Loudon, New Hampshire. All National Championship Road Races Mr. Smith.

JAY K. LACEY
Portland, Oregon

DONATION TO RESCUE 3

We, of the Desert Foxes M.C. would like to thank the Desert M.C. for their super-good H&H on the 16th at Lucerne. Also thanks to Rescue 3 for bringing in rider 389MX and bike, Mr. Curtis Church.

We don't have much money but we would like to contribute something. We have a ambulance oxygen bottle with regulator for you.

LLOYD POWELL
15802 Greenworth Dr.
La Mirada, Calif. 90638

JUST ASK CYCLE NEWS

I have some questions to ask and you seem like the best place to get the answers.

I need some advice on laying out a scrambles course, the general lay-out, length of the straight away, width of track, especially the corners where to place the jump, etc.

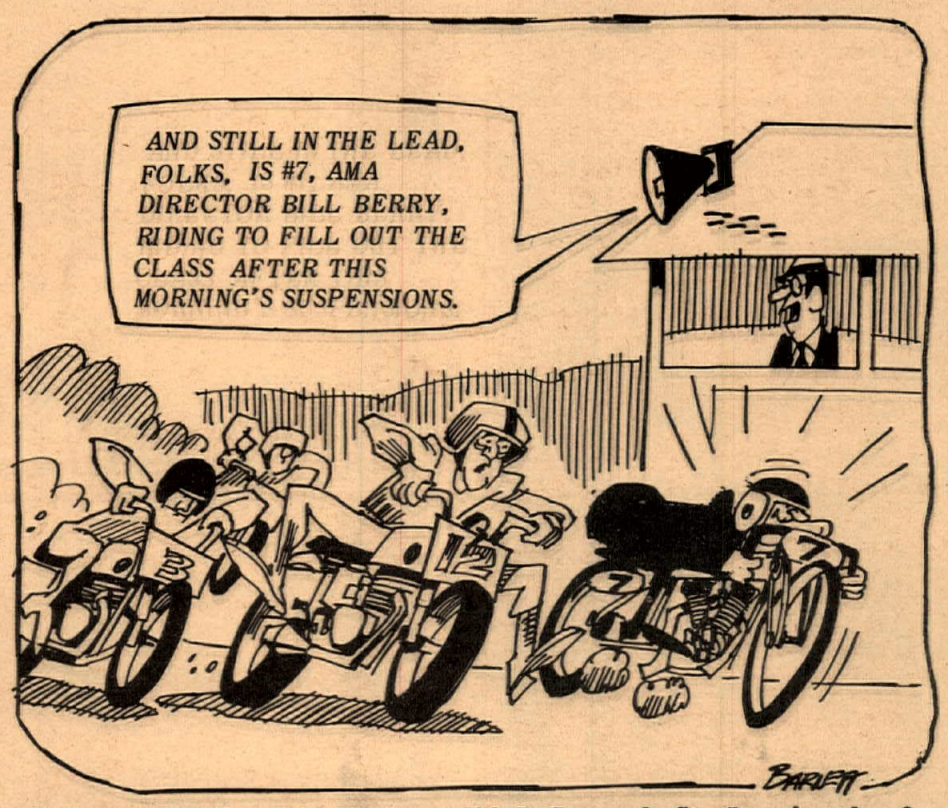
I would appreciate any help you could give me.

Please continue with your very fine newspaper and thank you in advance.

KEN HOLMAN
Kodiak, Alaska

COMMENT: The AMA sportsman rulebook contains some of the information you want. It can be had by sending a request with $1 to AMA, Box 231, Worthington, Ohio. Get a fairly good scrambles rider to help lay out the course to fit the terrain. You can't do it right without riding it. Make the straight long enough to get into top gear with a 500cc or 650, and make the course wide enough to let several bikes pass safely abreast. If you blade or improve the terrain, it becomes a TT.

Finish The Funny Contest



A cheque for $5 to John Hedin of 130 S. Coronado St., Los Angeles for his winning line. Watch the paper for the next contest.

Legislative Notebook

By Barbara Adams Dahms

The sound of motorcycles...wide open, full bore, straight pipes! It's music! It's power and speed and freedom...to me, and maybe to you. But there are a lot of people out there to whom it is just noise – raucous, irritating, unpleasant noise. And every year more open spaces of our state are being filled with dozens of buildings to house these people. The open spaces grow smaller; the noises are nearer.

The people who hate noise complain. They have a genuine right to complain. The open spaces are closed to riding.

We complain. We have a genuine right to complain. One man's freedom is another man's prison. There is not enough space now for each to fill his needs. And there may yet be a whole lot less.

The age of total individual liberty which occurs when there are not enough individuals in an area to bump into each other has long been over in this part of the U.S. and probably it's over almost everywhere in the world. The motorcycle contributed its little bit to the demise because transportation has a lot to do with the narrowing of gaps.

This is the problem, the equitable sharing of available space. What is the answer?

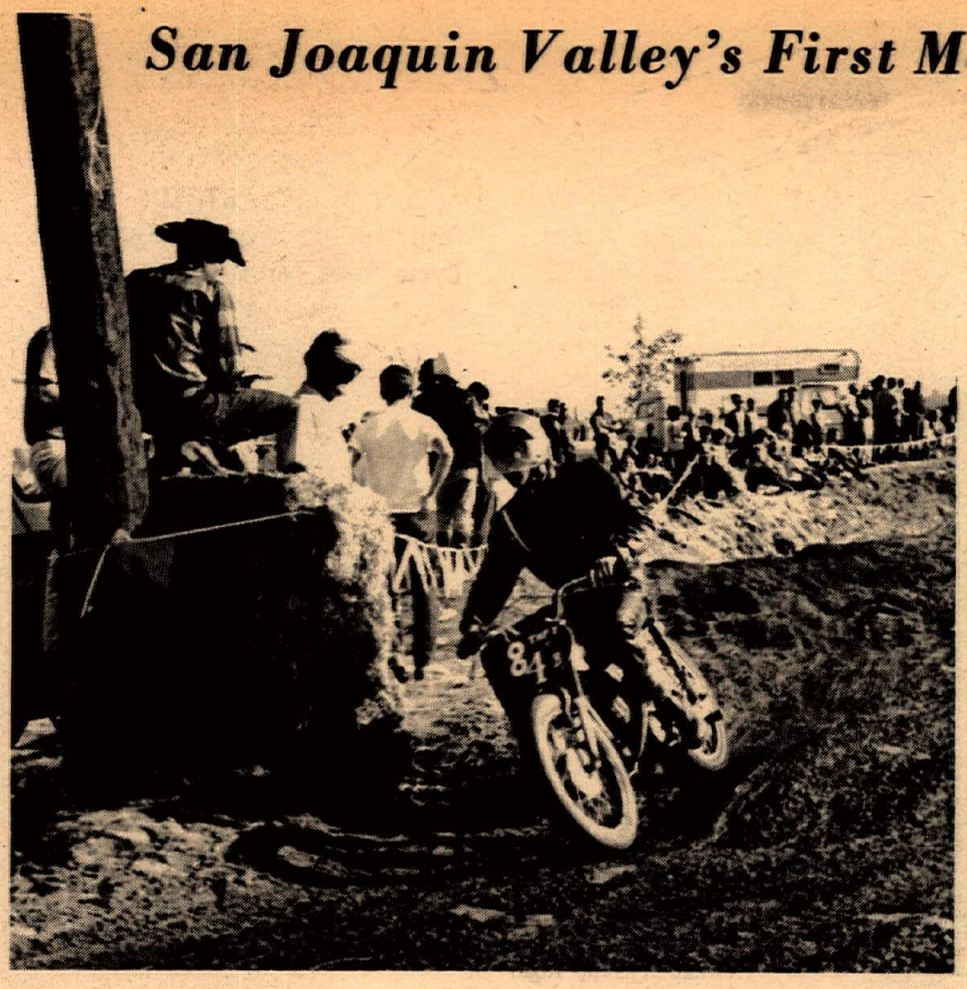
Part of the answer is in the growing number of motorcyclists. For a while this will add to the problem because there will be more of us to annoy others but at some point we will be transformed from a minority to a majority (a majority in this country need not be a mathematical majority of 51%. It can be a minority with sufficient publicity, cohesiveness and activity to have acceptance, and we are getting there.)

A more immediate part of the answer is that unpleasant word, compromise. If we can't have it all and they can't have it all we have to get together somewhere in between and co-exist. The industry is working on more acceptable noise levels in original equipment. Motorcycle groups are willing (sometimes TOO willing) to agree to restrictions, but the individual, each individual, must assess his own responsibility and make his own compromises with the non-motorcycling public for the benefit of all of us.

It isn't an easy thing to do. Recently I watched an elderly man in a white Cadillac try to drop the tail-end rider of a club on the Palm Springs Indio road. The club was riding quite properly and making no provacation but perhaps the sight of them riding together into the wind was to much for the gentleman alone in his 4000 lb. armor. At any rate he nearly shoved my sportscar off the road to get behind them and hung a scant handspan behind the tail bike for several miles. Skillful riding prevented disaster but the car driver's evil intent was clear.

Very few non-riders are that hostile. Many are on our side. Most just don't want to be bothered. And that is really our compromise...to make a reasonable effort to respect the needs of reasonable people.

San Joaquin Valley's First Moto-Cross Run In Quagmire



Spectators got an eyeful of exciting man-and-machine-verus-terrain speed contests at San Joaquin Valley's first major moto-cross.

Story and Photos by Stan Coffee

POSO PARK, Cal., Feb. 9 – The Kern County Trailblazers staged the Southern San Joaquin Valley's first motocross here on a beautiful banked turn course, but when those by now famous thunderstorms hit California a tiny little wash that bisected the course turned into a twenty foot wide raging torrent. The trail blazers had a choice between the long rolling banked turns and smooth ground and the bloody great quagmire that developed on the rough side.

Much to the delight of the many spectators present, they chose to stage their thing in the ooze. Many prominent scramblers in the area quickly retreated out of their leathers and joined the lookers, after their first walk around the course.

The brave ones hung in there and in some cases proved that a rider is a rider; regardless of the terrain. Most of the real class was shown by the experienced group from south of the Ridge Route, but a few surprises developed.

Lon Peterson would have gone home a double winner had it not been for Gary Conrad. Peterson, who was riding the potent Maico supplied by Custom Engineering of nearby Bakersfield, took the lead in the first go-round and appeared to have it sewed up when someone crossed over into him, putting him down. Conrad was right there and motored by to take the win.

In the second bash Peterson once again moved to the front. On the last lap he grabbed a footfull of neutral at the bottom of a steep drop and guess who "zapped him?"

Conrad had things a little easier in the final heat. Peterson repeated his previous stunt early in the round and Conrad built up such a lead he cooled it in the late laps.

District 35 desert ace (Number three) Bill Oliver nabbed the third spot.

Peterson had things a little easier in the 250 senior rounds, but he damn sure didn't breeze it. Dennis Keefe and Steve Halladay kept him busy all the way. Keefe ended up second, just ahead of Holladay.

Ray McCarty and Bill Woods grabbed off fourth and fifth.

The 125 seniors were led by Sachs riders Mike Runyard and Lawrence Mulock. Ray Yinger pushed, pulled and plowed his Bultaco to a well deserved third ahead of desert rider Carmon Monder.

Hodaka pilot and superscrambler Jeff Johnson was fifth. The old man T.D. McCullum, rounded out the top six.

The Junior divisions naturally provided the most entertainment. Several riders obviously must have been overcome with the heat of the competition as they often took short breaks in the creek (what some people won't do for attention).

Terry Davis took the measure of the open group in fine style. He led Mike Spier and Charles Gurnett when the points were tabulated. Cliff Gentry herded his Triumph through the bog for fourth.

The 250 Junior Division had to be the greatest misnomer of the century. Anyone who has ever seen winner Freeman Coulter or Second Place man Norman Enderle without their helmets on couldn't possibly call them Junior. These two guys are truly ranked with the grand ol' men of racing in the area.

William Duncan and John Morris pushed the old boys to victory.

The starts were something to behold. Thirty three riders trying to squeeze into a mud hole fifteen feet wide can really blow your mind. The first lap of the early heat left scooters floundering like grunion at low tide. All over the bog.

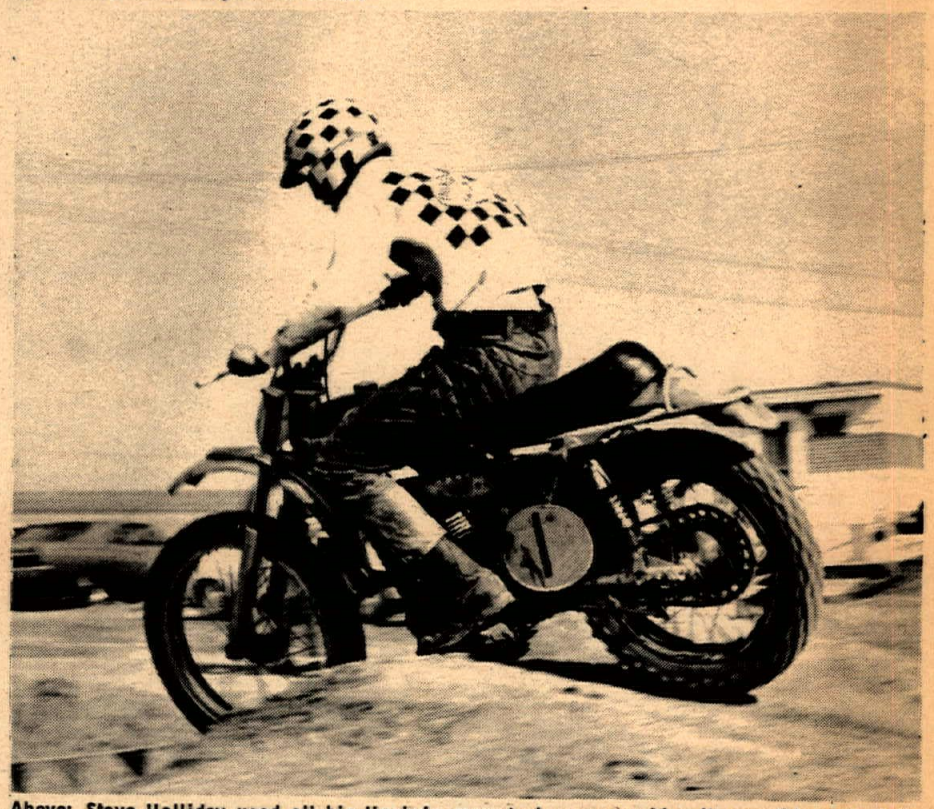
With forty five 125 Juniors signed it would have been pure folly to run them together; so it was decided that they would be split into two groups and the top eight would have a fourth heat for the final position. Darkness set in too soon though and it was left as two classes.

The first group was dominated by the Sachs mounted Stacy Family, with another Sachs rider, Earl Allen, sandwiched between them. Orvis Stacy was the eventual winner. Allen nudged Albert Stacy for second.

Bultaco mounted Jim Hodge and Hodaka pilot Gary Chaplin tied for fourth.

The second group of 125 Juniors looked like a benefit for Wayne Garrett. He shows excellent style on his Yamaha and will be one to watch in the future. Ron Ely rode his potent new Maico to second over the smallest, and one of the guttiest riders of the day, David Sprayberry.

(Results on page 16)



Above: Steve Holliday used all his Husky's ground clearance making it over this part of the course. Below: searching for a faster way around the mudhole, a few riders got hung up on the berm.

Al Baker (33) and Jim Wilson (166) get off first in the 250cc start, with eventual winner Gary Bailey (1) on the far left of pix.

Asphalt Slides With Knobbies At First Carlsbad Grand Prix

Story and Photos by Bill Pettigrew

CARLSBAD, Cal., Feb. 23 – With the largest amount of rainfall to hit California in the last six weeks in it's civilized history, the CMC decided to go ahead and throw their scheduled Grand Prix despite the adverse conditions. The outcome was a very successful race with riders and spectators getting more than their money's worth.

Stu Peters and Kelvin Franks of the CMC, with the help of Carlsbad Raceway co-owner Larry Grismer set up one of the most demanding grand prix courses seen in quite awhile. Although the course had it's tricky spots with the mud and all, it provided some of the most enjoyable racing possible.

The course consisted of short stretches of access roads, part of the now infamous moto-cross course, a short stretch on the drag strip with a chicane, and a section of the road race track. The classes were 125 Jr. & Sr., 250 Jr. & Sr., and 500 Jr. & Sr. with each class going for 45 minutes straight.

It was a sight to behold to watch the 250s and open class bikes broadsliding the wet pavement at 60 to 70 mph with knobby tires (the kind of riding that makes the spectators put their hands over their faces in disbelief).

Young Tom Rapp had managed to get hold of Marcel Wiertz's 125 Bultaco racer for the 125 Sr. class with the outcome being almost obvious, as he blew-off the likes of Penton mounted Lars Larson and Gary Bailey.

It would only be fair to mention that Bailey was running a strong second to Rapp at the start but had problems twice in the plug department. Lars would gain ground on Rapp in the tight rough stuff, but when they hit any sort of straight the 125 Bul mounted Rapp would kick in the afterburner and streak off like a 250. Lars finally gave up chase on the fifth lap and was content to take second on the Penton 100.

Gary Bailey and Penton had been making up time while the Larson-Rapp battle had raged and pulled in for a hard earned third.

Sachs mounted T. Shumate pulled in for the 125 Jr. win just ahead of 12-year-old Penton fan Marty Tripes with a great second.

Crash Start In 250

The start of the 250 Jr. and Sr. classes was a little hairy as two riders went down on the wet asphalt. No one was hurt throughout the day's activities except for a cut hand and many bruises. It looked as if there would be a good battle between the Greeves boys Gary Bailey and Jim Wilson in the 250, but Wilson developed problems and fell way back.

Al Baker and trusty Yamaha were treating spectators and riders alike to big full-lock broadslides on the pavement through the pits with his hard riding tactics paying off for a second place in the 250 Sr. class.

Bob Kulek was also proving how to slide and snatched a great third for Husky. Gary Bailey sailed in first with a lead that was hard to believe. Husky rider M. Cram kept up the pace and managed to copp first 250 Jr. ahead of Bultaco pilot Jim O'Neal and fellow Husky ace D. Wiseman.

With the running of both the 125's and 250's the course was well worked in for the big scooters when it came time for them. Early leaders like Gary Bailey, Lars Larson, Jim Wilson, and Tom Rapp all succumbed to problems ranging from throttles sticking wide open to endos and broken chain, and even flying off into a two-foot deep water hole.

Maico pilots Lonny Peterson and Bill Pettigrew managed to lap the rest of the field before the checkered flag. Peterson snatched first overall and first 500 Sr. with Pettigrew grabbing second overall and first 500 Jr.

Canadian moto-cross enthusiast D. McClean brought his CZ in for second 500 Sr. while Jim Fitzgerald, finishing just ahead of the Canadian, took third overall and second 500 Jr. aboard his hot 360 Montesa.

Rog Flaming followed in for third 500 Jr. on his Maico mount with fast moving R. Farmer and Montesa copped fourth. D. Shore was number three in the 500 Sr. aboard CZ.

The Grand Prix was so popular, both with riders and spectators, that the CMC will announce another such race within the next two months.

(Results on page 16)

Yamaha rider Al Baker manages to negotiate the asphalt section of course while doing a wheelie. Al snatched a second place 250 Sr. for his efforts.

Tom Rapp is shown here on his first outing aboard an American Eagle 360 in the 500 race. Tom later went out with a broken chain.

Bobby Kulek thrilled spectators with his beautiful controlled power-slides through the asphalt pits.

Kapus Cleans Up In Washington, Oregon

Pictured: Gary Kapus with a few of his awards.

WOODLAND, WASH., Feb. 16th – Beautiful winter day, no rain, warm. Woodland Washington fast winter track, almost dry, smooth, hard, packed by melting snow and hard rains. One hundred forty-one cycles 100, 200, 360cc and 40 inchers. You wouldn't believe the competition; class C experts, amateurs, novices, sportsman riders. Fast speed like Ascot.

RESULTS: 100 trophy dash, Gary Kapus, Kawasaki. 200 dash Gary Kapus, Kawasaki. 100 A Main, Gary Kapus, Kawasaki. 200 A Main, Gary Kapus, Kawasaki. 250 trophy dash, Gary Kapus, Kawasaki. 360 dash, Mike Gregg, Kawasaki. 100 A Main, Kapus, Kawasaki. 200 A Main, Kapus, Kawasaki. 250 A Main Jim Smith C.Z., 2nd Kapus, Kawasaki, 3rd Gregg, Kawasaki. 360 A Main Bill Cook C.Z., Bob Leach, C.Z., Ike Reed, Bultaco. Open run moto-cross, winners: Leach, Flint, and Fuller.

Seventeen-year-old Gary Kapus weighs about 110 lbs. wet, stands about 5 ft. 2", is a giant when mounted on a motorcycle. Gary has been riding Kawasaki out of Portland's Joe Dobbins Imports for 4 years. He was high point 100cc rider in 1967, high point over all at Sidewinders Track and voted best sportsman by fans and riders. In 1968 Gary received a broken ankle early in the season but rode the 100cc class at Grants Pass, Ore. Championship, set fast time, took the A main and dash. Gary is fast on a winter moto-cross, mud scrambles, or hard track. He has dominated the 100 and 200cc class here this winter, and now has started riding a 238 Kawasaki in the 250cc class.

By Hank LaPore

Fahler Flies High In Aviation Races

By Dick and Nora Ray

HOLIDAY, Cal., Feb. 9 – A group of riders from North American Aviation put on a moto-cross here after two week of rain on ground that was nearly perfect, and a tight course that was well laid out.

The racing was divided into three classes: trail bike, open junior and open senior. There were three motos of 15 minutes each for each class; the first of these got under way at 10 a.m.

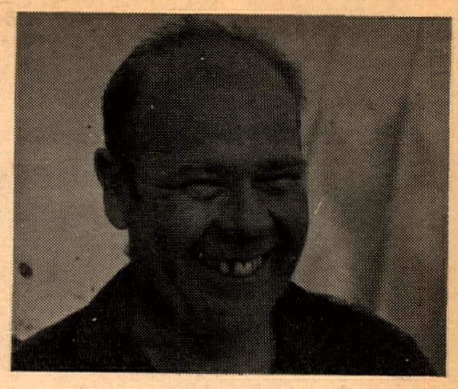
In all of the trail bike motos Clyde Heckart got off the line first, but midway through he was overtaken by Bill Fahler. The battle for third between Ni Sanchez and Dick Ulch was also very close, as their positions changed several times in each race, but Sanchez came out on top.

The open junior class was won by a 305 Honda, ridden by Dick Davis. Davis took first in all three motos, but second place was a close contest between Kent Lentz and Pat Hannan. Lentz ended up getting second, with Hannan one point behind him for third.

The open senior division provided the greatest share of the day's excitement. Trail bike winner Bill Fahler came back to clean house in all three motos. Husky-mounted Mike Merriman took second place, but was challenged all the way in two motos by Bob Cernuda on a Yam. Cernuda's bike quit before the third race, however, so he was not able to finish. Paul Wolby and Don Love took third and fourth places, both on Huskies.

(Results on page 16)

HALF MINUTE INTERVIEW



FRED EDSON

Road Captain FRED EDSON lives in Hurlong, Calif. and is the only member of the Reno Ramblers M.C. who has California license plates on his Harley. Although a rather new member of the Reno Club, he and his wife Valerie have been touring for about 20 years. Fred is an employee of Uncle Sam at the Sierra Army Depot and commutes about 60 miles from his home to Reno to make the club meetings. He believes that cycling is the one sport that never grows old and plans on riding for many years to come.

NEW TV SERIES TO FEATURE MOTORCYCLIST

NBC has announced a new tv series for next season about a young man, played by Michael Parks, who will ride about on a motorcycle, seeking his identity. It will be called "Then Came Bronson". It will be introduced by a tv movie of the same name on NBC March 24.

Bronson is going to ride about the country, accompanied by a girl as troubled as he is about who she is.

Like a Bird, Walt Bird, that is, Penton riders put on a one-two performance in the 125 class.

Like a fish, the 72 riders at Deadman's Point navigated the flash flood.

Peterson Mops Up On New Deadman's Course

Story and Photos by Max Lyon

DEADMAN'S POINT, Cal., Feb. 16 – Deadman's Point hosted 72 riders for the first moto-cross race on the newly completed 1-1/4 mile course. The weather couldn't have been better with no dust or monsoon rains as the sun shined all day.

In the 125 class, Walt Bird and 11-year-old Gary Bevans on Pentons put on a great 1, 2 performance with Walt taking the honors. Bill Smith came in third aboard his Yamaha.

Ron Peterson mopped up again in the 250 Jr. class for his third straight win here. John Morris and George Spellman put in a close 2nd-3rd showing which would have been even closer if Spellman hadn't killed his Ossa on the last lap in the last moto.

Jim O'Neal on a Bultaco, took first in the 250 Sr. class with Ken Beach coming in second shutting down his stuck throttled Husky in the last waterhole.

In the Open class, the juniors and seniors combined with Lon Peterson, riding his new Maico, taking first overall and first senior, and Shorty Raudman taking first in the Jr. class aboard a Husky with Maico mounted Lanny Hyde coming in second.

The majority of the riders liked the new course, with a few fair-weathered riders complaining about mud left from the rains.

Desert M.C. Hare & Hound

Story and Photos by Dick Wright

Hodaka mounted 15 yr. old Terry Clark snatched first trailbike honors.

Wayne Ragland piloted his Hodaka to first amateur in the trailbike division.

LUCERNE, Cal., Feb. 16 – Ideal desert racing conditions brought out 635 riders as Husky-mounted J.N. Roberts #7 put the ax to all of the competition by taking a very impressive wire-to-wire win.

The course was set up in two 45-mile loops, with a fast starting area in open country at a slightly uphill grade, where you could go just as fast as you had the guts for. The first loop had some beautiful sandwashes with a couple of fast fire roads, and some wild hoop-dee-doos added to the fun to make this loop a big success.

Roberts had the lead at the smoke with Larry Bergquist, #1x, right behind him on a Bultaco. The up-and-coming Dick Camp #22x, also Bultaco-mounted, followed the pair closely. Coming into the pits after the first loop, Roberts still had the lead with Bergquist running second. Gary Conrad, #163, had moved up into third spot on his Husky, and Mike Patrick #48x, had positioned his Yamaha from fifteenth at the smoke to fourth. Rick Shirey #158, a novice on a 360 Bultaco, was moving through the pack in style, running at fifteenth.

The second loop was more choppy with deep, sandy hoop-dee-doos that separated the racers in shape from the Saturday-night party boys. Roberts pulled into the finish with plenty of room to spare, followed by Bergquist in second. Conrad and Patrick had quite a duel, with Conrad running into mechanical trouble and Patrick grabbing off third spot.

Phil Bowers, #6x, was fourth on his Yamaha, and Bruce Dunford, #3x on a Husky, was fifth. Dick Camp held onto sixth spot; R. Wilson, #516x, looked real good as he took 250 Amateur and eighth overall on a Husky. The fast-charging Chuck Raudman, #28, was the first Open Class rider in on a Triumph, running ninth. He was followed by the hot novice Rick Shirey, who took first 500 Novice. Bill Bubar, #659, was first Open Novice, taking thirteenth in line.

The 230 trail bike riders were to go the first 45-mile loop, setting a fast pace for the 100cc machines, as the 5-speeds were able to run full bore on some of the all-out fire roads. A battle blazed at the smoke among Hodaka-mounted Terry Clark #6, Wes Anderson Jr., #2, on a Harley Davidson, and Jack Morgan #1, also on a Hodaka. Throughout the race, the young chargers Clark and Anderson gave a preview of things to come by racing wheel-to-wheel with the old master Morgan.

Young Clark was able to take command of the lead building up a good margin at the finish line, taking the big win. Anderson was second, Morgan third. Hugh Gipe, #19 on a Sachs, was pushing Morgan all the way, finishing in a close fourth. Gary Griffin #23 was next on a Zundapp.

The eighteen-year-old UCLA student, Wayne Ragland #20, took first Amateur on a Hodaka tuned by Yamaha of Eagle Rock. He was followed by second amateur Mark Rader, #28. Roberts Fortner, #101, made his first Novice win a good one, taking 13th overall on a Honda. Second Novice gold went to Don Eide, #108.

The Desert M.C. put on a great run, and everything was well-organized. The road was limed well Friday night for all the weekend campers, and the course was marked so that nobody could possibly have gotten lost. Let's hope that ll the runs for the rest of the season are as good. (Results on page 16)

SAN DIEGO OFFICERS

The newly formed San Diego Chapter of the American Federation of Motorcycles elected the following officers at their meeting Wednesday, February 12th: President, Jerry Mathal, Lakeside; Vice-Pres., Don Emde, Bonita; Secretary, Dick Martin, San Diego; Treasurer, Cecil Oswald, Escondido; Master of Arms, Jim Cavin, San Diego; Assistant Master of Arms, Pat Evans, El Cajon.

Meetings will be held throughout the year, by-weekly, Wednesday at 8:15 p.m.

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Larry Bergquist – Bultaco
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Regional Champions
175cc Scrambles
Steve Bast – Bultaco
250cc Hare Scrambles
Larry Bergquist – Bultaco

District 37 Champions
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Steve Bast – Bultaco
200cc Scrambles
Mike Bast – Bultaco
500cc Scrambles
Steve Scott – Bultaco
250cc Hare Scrambles
Larry Bergquist – Bultaco
250cc Cross Country
Larry Bergquist – Bultaco
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1st Lightweight Class
Gale Searing – Bultaco

BULTACO

Sidewinders M.C. Hare Scrambles
2/23/69
1st 250cc Expert (2nd OVERALL)
Larry Bergquist – Bultaco
1st 250cc Amateur
Ray Alexander – Bultaco
2nd 250cc Amateur
John Lloyd – Bultaco
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6 of first 10 places to Bultaco riders
18 of top 30 finishers were Bultaco riders

Built * To * Go

Bultaco pilot Bill Harry led to the smoke.

Husky expert J.N. Roberts grabbed the overall win with his new eight-speed conversion set-up and headlight which will be used in the up-coming Mint 400 race in Las Vegas, Nevada.

Desert — Sidewinders M.C. Hare Scrambles

Story and Photos by Dick Wright

RED MOUNTAIN, Cal., Feb. 23 – J.N. Roberts, #7 on a Husky tuned by Tracy's of Burbank, claims two 1969 desert wins in a row by taking this ninety-nine-mile Hare Scrambles.

The sand was damp from the overnight rain and the sky was dark with rain clouds. The big bikes were prepared to go three loops on a thirty-three-mile course running clockwise through the mountains, and the 100cc's would go twice around. The starting area was in open boondocks laced with bushes and a few rocks, but had plenty of trails leading to the smoke bomb three miles out.

After the smoke, the course ran for three miles through a rocky sandwash, turning right into a narrow mountain canyon where the trail went rhough a series of up-and-down cliffs about forty feet high, with a couple of wild downhills thrown in for some added excitement. A narrow hogback dropping off on each side widened into open boondocks and onto a fast trail where a large ramp had been put up at the railroad crossing to make a wild jump.

A deep ditch then unloaded quite a few of the eager riders, and another open boondock trail brought us to a wide, rocky sandwash that kept you on your toes at top speed. This eventually crossed back over the railroad tracks, and a twisting fire road finished off the last five miles back to the pits. It was definitely a handling course, as opposed to a fast road-racing course.

At the smoke bomb, Bill Harry, #25x on a 250 Bultaco had the lead, and John Lloyd #188x, a hot Amateur also on a Bultaco, was running second. By the end of the first loop and coming into the pits you could see that Roberts was now in the lead on his eight-speed Husky, with his headlight on (he was checking it out for the up-coming Mint 400 Race). Chasing him was Larry Bergquist, #1x on a 250 Bultaco, and as Roberts was first to pit, Bergquist led it through the pits. Gary Conrad, #163 on a Husky, was in third.

On the second loop the lead did not change, but Mike Patrick, #48x on his 250 Yamaha, was starting to move up and was now sitting in fourth spot. The third and final loop was really rough, as there was super traction in the damp sand. It was "stand up" all the way, as the bikes had dug deep chuckholes in the trails so that sitting on the seat to rest was impossible.

Roberts came in for the win with his headlight broken, and was followed by Bergquist, Conrad, and Patrick, in that order. Tom Muto, #5x on a 250 Husky, was fifth. Ray Alexander, #39x, took eighteenth overall and first 250 Amateur on a Bultaco, followed by second 250 Amateur John Lloyd, #188x. Eric Jensen, #717x on a 125 Sachs was next. Husky-mounted Dennis Keefe, #547x, took first 250 Novice on a Husky in twenty-first overall position. Bill Waters, #105, was first 500 Amateur on a Husky. Ricky Shirley, #158, took first 500 Novice astride a Bultaco.

The 100cc's went off ten minutes after the big bikes, with John Coots in the lead at the smoke on a Penton. Jack Morgan, #1 on a Hodaka was second to the smoke, followed by Hugh Gipe, #19 on a Sachs. Morgan was able to pass Coots in a sandwash, and Gipe had a disagreement with a rock which put him out of the running. By the end of the first loop Morgan was still in the lead but the follow-up spots went to Jeff Wright, #15 on an S.S. Hodaka, Gary Griffin, #23 on a Zundapp, Dean Goldsmith, #24 on a Harley Davidson, and Mark Rader, #28 on a Hodaka. Only 150 yards separated these five fast-moving riders, and they held a five-minute lead over the next group of competitors.

The lead changed many times on the second and final loop, with all five holding the Number One spot at least once. Griffin ran into some trouble which put him out of contention, but the battle continued right up to the finish line, where Morgan finally got a 100-yard lead over Goldsmith, who took second, and Wright, who took third. Rader pulled in fourth to make First Amateur honors. D. Lundberg took Second Amateur, holding down seventh spot, and Claes Nilson, #696, was first Novice on a Penton. J.R. Arts, #100, was second Novice on a Hodaka.

The Sid winders laid out a well-marked course with all their checks placed in just the right spots, to make our third desert run of the year a big success. This speaks very highly for a club.

(Results on page 16)

Moto-Cross On The Oregon Beach

Story and Photos by J.K. Lacey

OREGON BEACH, Ore.– The first pleasant weekend in quite a while greeted the Mt. St. Helens M.C. for their final scheduled moto-cross of the winter season. Sand was the word for the event, and plenty of it; it made it plenty tough for the 125's.

The 250's were the big class of the day, all running at once over the irregular terrain, and though the deep sand caused more than the normal amount of spills, the racing was quite good.

Steady Walt Studar took the 250 win over D. Smith who seemed plagued with engine woes while C.J. Johnson took third.

In the Open class Richard Saddler, whom we haven't seen in competition in quite some time, gave the ole master Dick Jagow a tough battle for the number one spot. Saddler, finishing second, looked as though he hadn't lost a bit of the 'Slug' Saddler style from the past.

As the day wore on, the tidal waters from the Columbia River began to flood part of the area (some of the track was actual river beach) and the course had to be changed for the last moto.

Clarence Potts treated everyone to the most spectacular crash of the day when he borrowed a 360 Greeves and promptly went on his head.

(No Results)

Greeves master Dick Jagow brought his trusty mount in for first in the big bike class.

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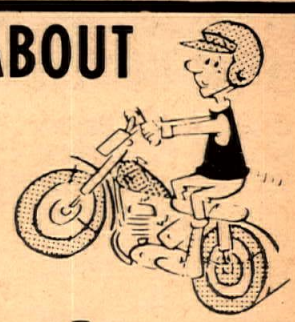
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Damron Beats Elements At Willow Springs

Photo by Cliff Rindels

Remember when the big Daytona race included a stretch of beach as part of the course? Photographer Cliff Rindels manages to catch this photo of a start at Willow Springs Raceway in the middle of the California desert with what could pass for a strip of ocean and beach as a setting.

WILLOW SPRINGS, Cal., Feb. 23 – Sunday will go down in memory for many road racers as the day that shouldn't have been. With 30 mile per hour winds and rain, and temperatures in the thirty's, 60-odd road racers fought the elements to ride at Willow Springs along with a couple hundred spectators.

After a brief riders' meeting and much discussion, the ACA decided to hold their opener road race for the 1969 road racing season. After a couple of hours practice session many riders found the greatest difficulty they had in riding in the pouring rain was their hands became cold and numb; however, the adhesion on the course was excellent, and the riders were able to get around the course in record time.

At first, it was decided to run the normal schedule which consists of heat races and main events; however, after several of the heat races, the riders decided that the cold was the toughest competitor and decided to eliminate the heat races and go directly into the main events.

The first main event was the Lightweight Production. Leading in the first lap was Lawrence Wakatsuki on a Suzuki. Taking over in lap two and overall winner was Roger Wood on a Bridgestone, and finishing in second place was Rod Schmidt on a 175cc Honda. Finishing third over-all, riding a little 100cc Yamaha, was Pat Evans from El Cajon riding out of Don Vesco's.

The second event was 350cc, 500cc and Open classes; first off the line was Roland Pagan on a Triumph. Passing Roland and leading on the second lap was Dave Damron riding an Ocelot Special. Coming up behind on the last lap and finishing second over-all was Don Harms on a Harley-Davidson.

Harms plans to compete at Daytona this year on his Harley which looked very strong, and he was getting a little practice in the rain since, if everything runs true to form, Daytona will probably be run in the rain.

One machine which participated in this event and was of a great deal of interest to spectators and riders was a 350cc Yamaha ridden by Don Emde. The machine was being run only to shake out some of the bugs and see how well it handled in the water and rain. I imagine you will see a great deal more of this type of equipment running in Grand Prix racing in the United States. From just outward appearances, this looks like a real winning piece of equipment, and it didn't do too badly, finishing second in its shake-down run.

The next event was 50cc through 200cc G.P. bikes. The over-all winner of this event was Don Emde on a Hodaka, riding for Mel Dinesen. Emde got out in the lead and was only challenged in the last three laps by Roger Wood on his 200cc Bridgestone, but with Wood's bad start, he just wasn't able to catch Emde. Taking third over-all and first in class as Bob Barker on his Ducati. Bob has been riding the local road racing circuit for many years and did well in the rain.

The Heavyweight Production, for 250, 350, 500cc and Open machines was next. The leader in lap 1 was Roland Pagan on his Triumph, but he wasn't able to maintain it. Passing Roland and taking over the lead on the second lap was Mike Lane on a new BSA 3-cylinder. Mike continued to stretch out his lead and was not challenged for the remainder of the race. Pagan finished in second place. In third spot was Jack Harney on his 350cc Bridgestone.

Next came the sidecars. Bob Bakker and Bob Bender got a head start on their BSA. Oswald Auer and Bob Cummings were in hot pursuit on their 350cc Yamaha. Amzingly enough, the 350cc machine was almost as fast as the BSA. Most of the difference in speed can be accounted for by the weight difference; BSA naturally being the heavier machine. To see the sidecars with their flat automobile type tires sliding through the corners in the rain is quite an exciting experience. Both drivers and passengers said they really enjoyed the ride and the added excitement of the rainy sliding experience.

The final 250cc GP. Last year's top ACA road racer, Dave Damron on an Ocelot led the pack for the first two laps. On lap three Don Emde passed Damron on his Yamaha. Damron was able to recapture his lead on the fourth lap, and continued to lead the event until the end. Emde finished second, and third spot spot went to Tim Macy, also Yamaha mounted. In fourth spot was Bennie Riddle on a Ducati. Mike Lane on a Yamaha got off to a bad start, and in trying to make up time ran into a large puddle on Turn 9 and left the course, doing several carwheels and smashing up his machine. Luckily Mike was unhurt.

(Results on page 16)

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Jody Nicholas

CYCLE PROFILES

By W.M. Askins
Art by B.E.R. Service

By 1971 the national motorcycle scene may welcome back one of its most colorful personalities, and promising performers. That is the time when Joel, known as "Jody" Nicholas completes his career in the U.S. Navy. Currently, he is Lt. (jg) Joel Nicholas, an E-1B pilot, stationed with the North Island-based Early Warning Squadron III, Detachment 12.

Known as Jody in the AMA racing circuit, the many-talented young man from Nashville, Tenn. was a sensation in his last year of competition and almost dominated the circuit in 1965.

In the national race in London, N.H. after nearly two years of inactivity in cycling, Jody finished third in competition with the best motorcycle racers.

Jody is irked by the current public image of motorcycling. He says that racing is safer than highway driving in a car. In his years of racing he has suffered only minor cuts and bruises. He believes that the explanation for this lies in the fact that the cycle racer knows his business and utilizes every safety device and technique available.

He is proud to be in the U.S. Navy. "I'm serving in a worthwhile cause and although I miss the thrill of racing, my major concern now is my job in the service."

Jody has been a cyclist since the age of 12 when he bought his first bike. By the tender age of 16 he was in racing competition.

At the University of the South, Jody was an accomplished concert violinist. He was a concert master on the campus at the same time he was building up his position as a leading motorcycle racer. His major in college was German literature. He said he took up the violin to please his parents, who have insisted on a music career for him.

During the last year Jody has not been able to do much cycling, as a member of the North Island-based squadron. But he has raced in several local events and competed in one national race.

Commissioner Dies

PALO ALTO, Cal. – John Perez, recently elected commissioner of District 36, died Feb. 5, five days before he was to take over the post.

His passing is mourned by family and friends.

Len Allen, former commissioner, will assume his former responsibilities until the post is filled.

Saddleback Suffers Flood Damage

ORANGE, Calif. – Mud, flood and high water, Saddleback Park has had them all during Southern California's unreasonably wet winter. Fortunately, most of the landscape has remained in its normal location, though an estimated $25,000 in damage has been done to Saddleback's roads and trails.

The January and February rain storms, which have doubled the normal amount of rainfall over Southern California, caused the worst damage in the Park's improved area, according to president Vic Wilson. The TT course was virtually obliterated, the trails through deep canyons washed away, and many of the back area roads either deeply rutted or simply washed out.

Saddleback hosted its first 1969 competition event on Feb. 16 and the roads to and from the spectator areas were barely passable. Still, more than 1000 turned out to watch, even though many of them had to be winched or towed in and out by Saddleback's 4-wheel-drive vehicles and crews.

"The storms have really slowed our operations," Wilson commented, "but we expect to go full bore again as soon as it dries out a bit." Because of the rains, Saddleback was able to open for only one weekend in January. More than 100,000 people visited the park last year, after its March 1 opening.

"We have ambitious plans for 1969," Wilson added. A big schedule of competition events – though we can still take a few more – and we are making numerous improvements to the park facilities. Our admission price structure has been revised to provide lower fees for mini-bikers and junior riders, and are planning a riding school for beginners and novices. Instructors will be available every weekend.

"We want to encourage more young riders in safe-and-sane, off-road motorcycling," Wilson said.

"We are building a new scrambles course – we'll finish it when it dries out enough out here. And we're providing a new sales and service area. This will be three acres in size and will have motorcycle parts, service and rental facilities, and will provide a base for conducted tours and the riding school."

The next major events at Saddleback are an AMA points scrambles on March 9, sponsored by the Sportsmen Motorcycle Club, and an ACA Moto-Cross on March 16.

The big international moto-cross, the finale of the Inter-Am series, is scheduled for Dec. 7. Last year, the first for this event at Saddleback, more than 14,000 spectators watched the star-studded competition.

EXHAUST NOTES

By Bill Pettigrew

Ron Nelson and John DeSoto, Montesa sponsored American riders, have left for Europe to compete in this season's International Moto-cross events across the pond. Nelson and DeSoto are sponsored by Montesa Motors of Los Angeles, California headed by Kim Kimbal and co-owner Dan Gurney of car racing fame.

Ron Nelson will travel in Europe with his wife and young daughter, while De Soto will 'bach' it.

Transportation for the group was negotiated by Dan Gurney through his contacts in Europe and they will pick up Volkswagens in Cologne, Germany.

Listed on the itenerary are races in Moscow, Russia, France, Germany, Britain, Czechoslovakia, Belgium, Italy, Sweden, Finland and others. This will be the first truly organized effort for American riders to compete in Europe and I'm sure we all envy them. Our thanks to Kim Kimbal and Dan Gurney of Montesa Motors in L.A. and Modesto Sole of the Montesa firm in Spain.

Nelson and DeSoto In Moscow

Ake Jonsson, the Husqvarna works star rider who visited and competed in America in late 1967, has gone over to the Maico firm in West Germany and will be riding their product in FIM International GP moto-crosses in Europe. Ake decided to leave the Husky firm after he reportedly rode a stock Maico 360 X4A moto-cross machine and was surprised by the power and handling. I would like to see the Maico firm send Ake and Adolf Weil over for the special series to be held here in the summer.

McCormack International Corporation of California, the firm that sells bikes under the American Eagle brand name, recently negotiated to purchase $1,250,000 worth of frames and completed motorcycles from the English firm of Sprite. The order includes 800 405cc scramblers, 1,000 frame kits to fit the Kawasaki 238cc engine, and 1,200 frame kits to fit the Penton engine (or some other 125).

Other American distributors should send some of the other deserving riders over, at least to compete in two or three events. The Europeans tromped the American riders again on their last visit here, but not nearly as badly as the year before. We should also remember that the European riders who came over are the cream of the crop. If we can stay on the same lap as them here we should at least make a respectable showing against some of the other riders in Europe.

We will be getting coverage on the major races that Ron Nelson and John DeSoto are competing in.

Russ Darnell is also in Europe but plans on riding non-international events for at least the next few months. When we get information on how Russ is doing we will let you know.

The California Motor-sport Club held a Grand Prix on Sunday, February 23 at Carlsbad Raceway and it was a great success for the riders and spectators that turned out in the rather adverse weather conditions.

Interest was so high that the CMC will try to schedule another Grand Prix within the next two months. Watch the Cycle News Calendar of Events for the date. There's nothing like watching the big bikes broadslide the asphalt with knobby tires. I suggest you make the next event.

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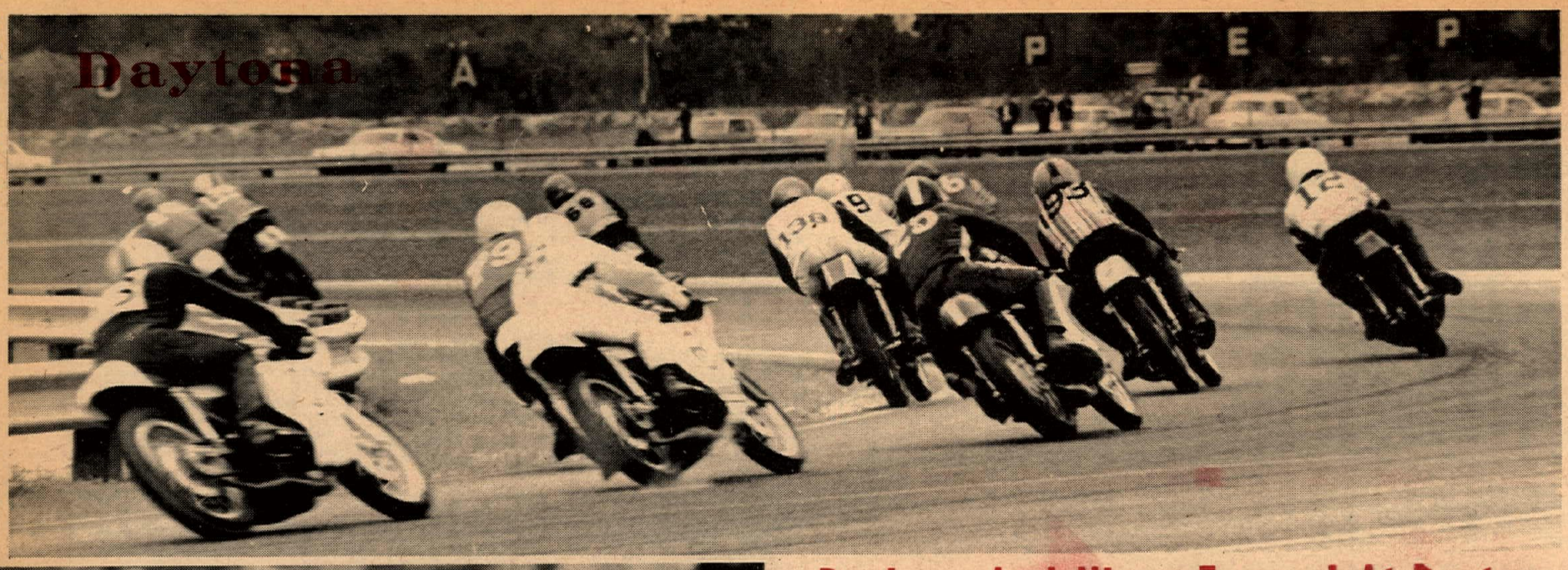

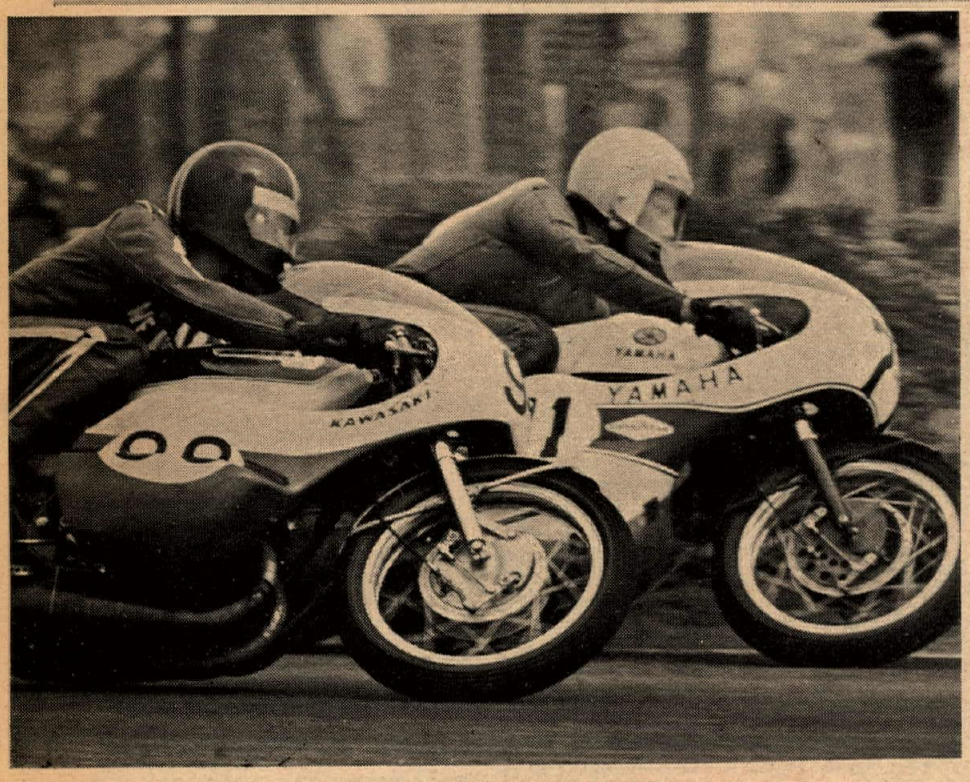

Distributors Battle With Same Make

AMA road racing at Daytona International Speedway begins with Sportsmen road racing on Wednesday, March 12th and concludes on Sunday March 16th with the annual 200 mile national. Between Wednesday and Sunday the famed Speedway also plays host to the 76 mile novice race, the 100 mile Amateur big bike event and the combined Amateur/Expert lightweight 250cc 100 miler.

The official Yamaha team for the 100 mile 250cc race will be Gary Nixon, Dick Mann and Ron Pierce. Mann and Pierce will then pair up on the 350cc Yamahas for the Sunday 200, with Nixon switching to the Triumph.

Canadian Yamaha distributor, Trev Deeley, fields a four man team for both the 250 and 200 mile races with Yvon Duhamel, Mike Duff, Tim Coopey and Pete Kelland.

Depth is the key word this year for Yamaha and their dealers. Last year more than 60 of the 80 finalists were aboard the Yamaha TD 250 twins that have won the 100 miler the last four years in a row.

Two years ago Yamaha introduced the 350 to big bike competition with a two machine entry. Last year with three 350's on the scene, two finished second and third.

Third time around will find approximately twenty 350's in the amateur and expert races and dozens of 250's in all three 1969 class events.

In the expert class, on privately entered Yamahas will be, Ralph White for K&N in Riverside, Calif., Tom Rockwood for Bill Krause in Inglewood, Cal. Don Vesco rides from his own shop in San Diego, Dick Newell for a shop in Florida, Dave Scott for Al Fergoda's in San Francisco, Larry Schafer, from a shop in Maryland and Al Gaskill will ride for a shop in Michigan, to name just a few.

Yamaha will enter 350's in the amateur 100 miler for the first time with well known tuner, Mel Denisen from Bakersfield backing dirt track ace, Keith Mashburn. From the east veteran amateur Frank Camillieri is backed by Boston Yamaha and John Jacobson. Former Daytona novice winner, Howard Utsey, will also ride one of the new 350's.

Depth in the novice class comes from Dave Allee, Bill Krause in Inglewood, Don Emde, Mel Denisen in Bakersfield and Freddie Edwards for K&N in Riverside.

Triumph Returns

The East and Western Triumph distributors are going to Daytona loaded for battle against the sidevalves of Harley-Davidson and the 2-strokes of Yamaha, Kawasaki, Bridgestone, etc.

As in 1967 and 1968, Gary Nixon will again lead the Triumph contenders. Both Number One Nixon and Chuck Palmgren will be crouched low on Triumph 500's from Baltimore, Md.

From out of the western headquarters in Duarte, Calif. Gene Romero will venture forth to do battle in all the 1969 National Championships. He'll be on a 500 tuned by Pat Owens, with wrenchmen Bill & Richard Love turning the screws on the Championship Trail.

Triumph dealers are in on the fun as well. Skip Van Leeuwen will tackle Daytona aboard a factory job prepared by Woody Leone's shop in Beaumont, Texas. Leone will also field expert Dennis Schonfield on a factory 500.

Another Texasn, Rusty Bradley will be Triumph mounted at Daytona for Jack Wilson of Big D Motors in Dallas.

Don Raymer, an Omaha, Nebr. will sponsor expert Al Urich and Norm Lee of Long Beach, Cal. will prepare factory jobs for Dusty Coppage and another rider not yet named.

Britisher Rides

Latest privateer to join the Yamaha list is England's Rod Gould who will ride both 250 & 350. Rod finished in the top five in the world standings in '68 and rode at Daytona last year.

The Daytona Speedway opens for practice on Monday, March 10th.

Rayborn And Nixon Favored At Daytona

By Betzel Smith

With the first two nationals providing little bearing on the predicted Grand National Championship race, Daytona will loom as the big point getter and as usual could have a big impact on who will carry the number one plate next year. Of last years top ten high point riders, five scored points at the Astrodome double header, but none of them earned enough to take on any real advantage. A second place by Bart Markel in the short track gives him 19, while Gene Romero chalked up 13, Chuck Palmgren eight, and both Gary Nixon and Mert Lawwill salvaged a single point.

As usual, Daytona should leave its mark. Since the AMA started the Grand National Championship series back in 1954, the Daytona winner has emerged as the number one rider three times, but more important is the effect the race has left on the top ten places in the final standings. Last years winner Cal Rayborn, Buddy Elmore 7th, and Gene Romero 10th, all ended up the season among the "Best Ten". Since the current scoring system was installed in 1964, the first ten Daytona finishers have finished among the top ten finalists 24 times.

With Springfield now removed from the schedule, the Florida classic carries more prestige than any other race. Eighteen different winners have made their way to the victory circle during the 37 annual events which dates back to 1937, with three riders sharing the honors as three time winners and four others having scored double wins. Roger Reiman, the last of the triple winners has scored all of his wins on the Speedway course while Brad Andres and Dick Klamforth achieved their victories on the old beach layout. Harley-Davidson leads the manufacturers series with 16 of the 27 wins. Norton has won five times, including four in a row in the early fifties. Triumph has hit three times, including two of the last three, while Indian has two trophies and BSA a single win.

Of the current crop of riders, Reiman has been the most successful. In addition to his three wins, he has come up with a 4th, 12th and 17th. Despite Roger's success here, Rayborn and Nixon will have to loom as the pre-race favorites as they have all but completely dominated the roadrace scene the last three years. Only Walt Fulton and Buddy Elmore have been able to break the string held by Rayborn and Nixon, who have won all but 2 of the last 11 non-dirt track events. Cal won three of four last year and Gary was second three times, with Rayborn running third behind Walt Fulton and Nixon, who were 1-2 at Heidelberg.

Shared Wins

In 1967 Gary won three asphalt events including Daytona, with Rayborn taking the remaining event. The previous year Gary and Cal shared wins with Buddy Elmore, who emerged the Daytona top dog. Gary's overall road racing record, in which he has recorded six national wins, has seen him finish first or second in 8 of the last 11 road races and below 9th only three times in the last 20 races. Rayborn, who is starting his fifth year as an Expert, has won five road nationals and has finished in the top three in 7 of the last 11 races. Elmore has only one big win, the '66 200, but has been among the top nine in all 11 races the last three years. Reiman has scored in the top nine 17 times in the last seven years.

Dick Mann is the top overall winner among the present forces with eight road race Nationals, dating back to his initial encounter at Laconia in 1960. He has finished second at Daytona three times, but is still seeking his first win. Dick has come home eighth or better in 18 of the last 32 road race Nationals with his best effort of the last year being a fourth at Loudon.

Mert Lawwill has been picking away at a top spot very consistently the last few years, but is still looking for his first win. He was second at both Daytona and Meadowdale in 1962 and his finished among the top five nine times in the last 17 races. Ralph White had a string going for him between 1962 and '65, but has slacked off. He finished in the top five in nine of the 13 races during this period including the 1963 Daytona win.

Dirt Track Abilities

Bart Markel has not had too much success in this particular brand of racing and has to depend on his dirt track abilities for his high finishes and three Grand National Championships. His best showing in Florida was a fifth in 1961, but since then he has not had any Daytona points to carry him into the summer season. He was 4th at Loudon last year but hadn't scored any roadrace points since the 110-miler at Des Moines in 1966. In 1965 he scored in 5 of the 7 road runs and needs only a victory in this type of racing to become the first rider to win a race in every category of racing offered on the AMA circuit.

Walt Fulton, Jr. broke into the Expert ranks very recently and immediately won the Heidelberg Mini Roadrace thus becoming the first rookie to win a road race National since Brad Andres turned the trick back in 1955 at Daytona. Walt won the Novice Daytona race in 1966 and followed up with the Amateur race the next year. He was forced out last year after spilling in the 10th lap, spoiling his bid to become the first rider to win the Novice-Amateur Expert races in succession.

Gene Romero was 10th last year and 8th the previous year, but holds only these two positions among his road race credits the last two years. Fred Nix has been a late comer to roadracing but has been improving rapidly and any added success here could help him succeed Nixon as the number one rider. He was 4th at Indianapolis and 6th at Heidelberg last year and had a pair of 6th places and a 3rd the previous year. He has been unable, however, to hit the scoring column at Daytona, despite being the fastest qualifier two years ago.

Numerous other riders could possibly be listed as top contenders for the race and a trip to the winners circle wouldn't be too big a surprise. Among these, Yvon DuHamel, 2nd last year, Art Baumann 3rd, Ron Grant 4th, Phil Read, 11th and Bob Winters 12th, are serious threats. Wayne Cook has finished in the top 10 twice. Larry Schafer and George Montgomery had a third and an 11th respectively. Bob Sholly has been a steady performer, along with the Palmgren brothers (Chuck and Larry), and the Heil combination (Ted and Tom). Dick Hammer has his ups and downs, but has two Daytona lightweight wins to his credit and could be added to the list of possible winners.

Looking over the lay-out, however, Rayborn and Nixon will still have to be the best bets with Elmore and DuHamel pushing. All but one of the winners since 1961 will be on hand March 16th to try and disprove this statement.

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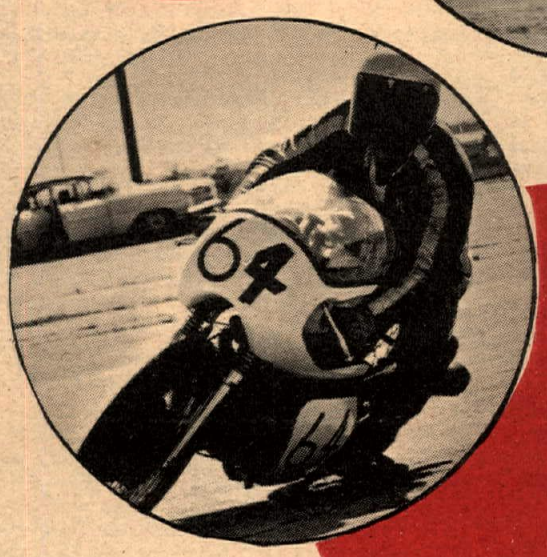

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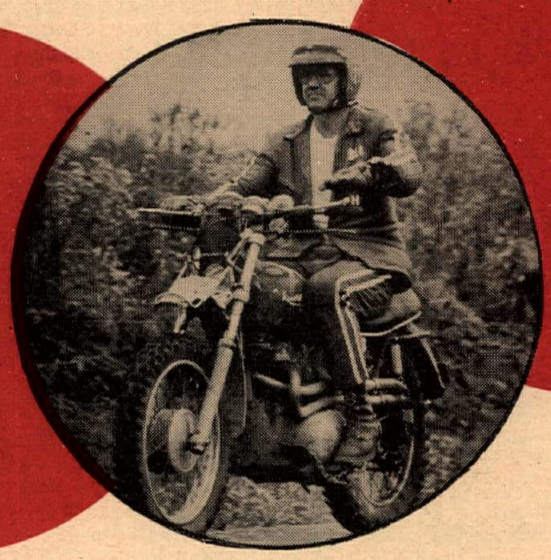

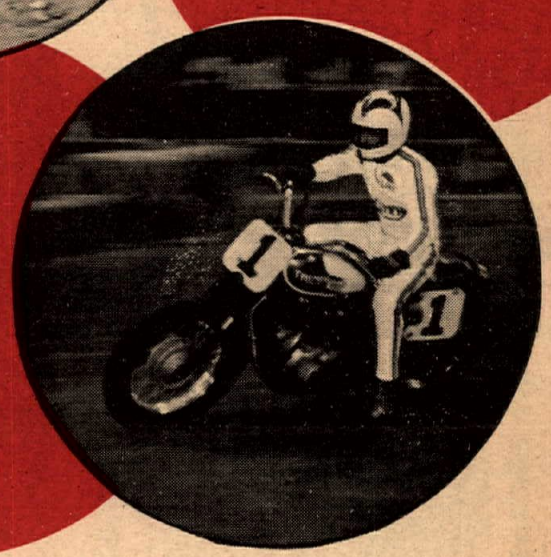

Gary Nixon
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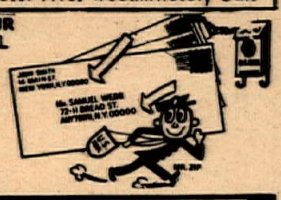

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"Here's mud in your eye!" was the jolly cheer of the Taft M.C. at their aquatic rough scrambles. Anyone for motor boating?

Bryan Holcomb takes the dry way around the first turn, while his eager competition tests his waterproofing. Holcomb won the 125cc class.

Oliver And Miller Star, Only Handful Finish Taft

Story and Photos by John Shedd

MARICOPA, Cal., Feb. 23 – The Taft M.C. was greeted with a miserable day for their rough scrambles. The rain started about the same time as practice. A greasy hillside section of the two mile course became insurmountable. The course had to be altered, but plenty of rough going was left in the mud and rain.

There was a big turnout of riders, but the hard rain discouraged many.

There were three classes; novices, amateurs and experts were combined in each, due to the small number of riders.

The 0-125cc class ran three two-lap motos; the remaining two classes ran three laps. The little bikes comprised the largest class. They were the first to get underway, and many didn't even get passed the first two water holes.

Mike Keen won the first moto, but his machine wouldn't start for the second or third. Sach rider, Carmon Minder, fought his way to the flag first in the second moto, but failed to finish in the last.

Novice, Bryan Holcomb, on a Hodaka finished all three and won the last and the class as well.

The 250cc event provided the most action of the day. Husky mounted, Ron Miller splish-splashed his way around the course to win the first leg, followed by Maico rider, Woody Wilson. Wilson turned the tables on Miller in the second leg, but Ron pushed him hard all the way. With each rider having a first and a second, the third moto would tell the tale.

Miller took the lead, but Wilson managed to pass him and stay out in front until the last lap; then Miller slipped back in front to take the win.

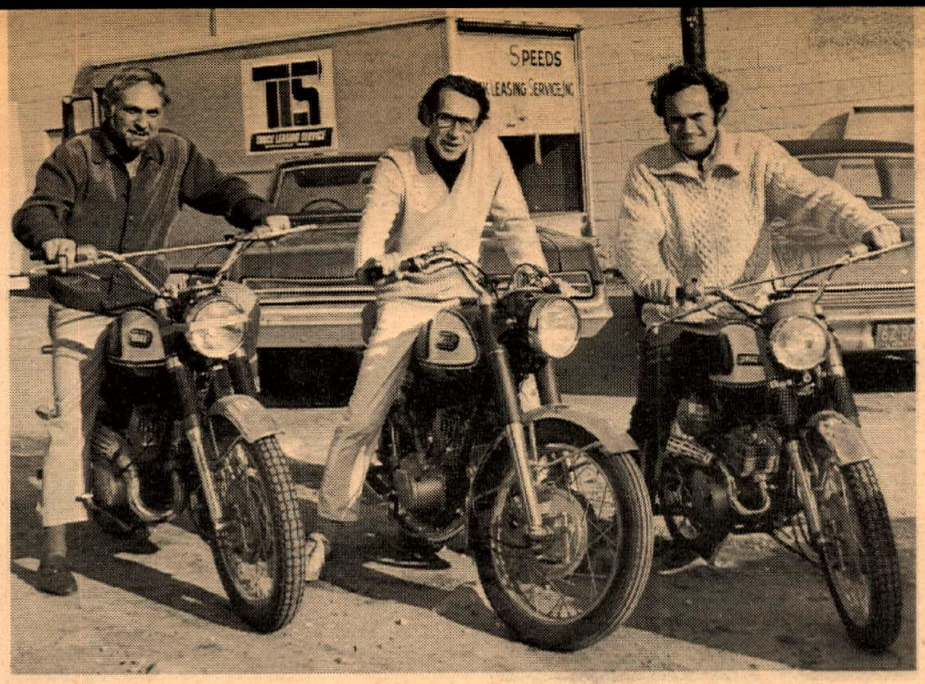
Bill Oliver wheeled his Maico to the win in the 251 to open class. Terry Davis (Husky) won the first moto but was never able to catch Oliver in the second and third.

Of the many who came to Maricopa for the scrambles, only a few stayed to race. Of the few who raced, only a handful finished; but those who fought the wind, rain, mud and water to win a trophy knew they earned it.

(Results on page 16)

"If she doesn't start on the next prod, I'm just gonna wait til the sun comes out!" California scramblers and moto-crossers have been getting a lot of experience riding muddy courses lately, thanks to relentless rains.

Woody Wilson, second place in the 250cc class, makes like an aquaplane with his Maico. Keeping moving was half the battle at Maricopa.



Production executives for United Artists' soon-to-be-released motion picture, "Alice's Restaurant", pose aboard Yamaha motorcycles which were used in the filming. Hillard Elkins (right) is the film's producer, Arthur Penn (center), the director, and Joe Manduke, the co-producer.

Boaz Beats Halford Boys In Phoenix Flat Track

by Matt Glover

PHOENIX, Arizona, Feb. 16– Once again about 50 bikes signed up. The first three places in the 125 Novice-Amateur heat and main were the same. It was a parade from start to finish. Rich Kraft (H-D) Rapido has a new engine (via Prescott) which continually sputtered with a carb problem, easily won both races. When this malfunction is corrected the rest of the field will surely have to fight it out for second place.

Pete Wouters (Yam) ran off and took the 250 Novice heat by about 20 lengths. Second, third, fourth and fifth bikes were all bunched away back. The main was an about face. Bill McAllister (Bri) 175 led every lap, followed by Jim Wade (Bul).

Pete Wouters off to a poor start, worked up from fifth to third by the third lap, and was closing only to go up on the high side of the infield bender and almost lost it. Too late then. He finished third.

The 250 Amateur-Expert heat was a walk-away for Tom Halford (Bul). He also led the main for the first three laps, before taking an excursion into the daisies going into the esses. At this point Byron Boaz (Yam) had just passed Jim Halford (Yam) and moved into first. Byron and Jim took the flag almost tied together.

Dale Sturdevant (Yam) came up from fifth to take third overall, and first in class.

Pat Hayes (Bul) led all the way to take the Open Novice by the length of the straight, on a fine running machine. He was leading the main in the third lap when Ray Gilbert (Tri) went on an escapade over the bank of the bender. He skinned and bruised both knees; there won't be any girl chasing this week, unless, of course, he is riding his bike.

On the re-start Pat Hayes (Bul) was fourth off the line; third on lap one; passed Carl Antilla (BSA) in the esses in lap three; then took Ron Ford (Tri) going into that skittish bender. That was it! And proves that Pat is not only a front runner, but can work his way up through the field.

The Open-Amateur heat had Jon Sellers (Tri) front running all the way. Byron Boaz (BSA) contested the main from the start to the finish. Sellers, hard pressed, worked hard to win. Boaz was a close second. John Haviland (Tri), first amateur, finished fourth overall.

Twelve bikes entered the 250 Flat Track ten lapper. John Halford (Yam) led for seven laps, then Byron Boaz (Yam) went ahead to win. Brothers John, Jim (Yam) and Tom (Bul) Halford followed in second, third and fourth places. Something like the expression – "Mr. & Mrs. Damm, and the whole Damm family". It is an accomplishment to beat one Halford boy at a time. However, Byron took 'em all at once.

The Open Flat Track race had Boaz (BSA) in the lead for the first eight laps. Tom Halford (Bul) took over at the white flag. Then it was nip and tuck. The checker was a photo finish with Boaz first by a tail feather, ahead of Tom

The Tucson Crowns cycle club were at the gate en masse. One member, Tom Wing, on his Harley 74 bedecked with lights, reflectors, etc. took home the trophy for best cycle in the parking lot.

(Results on page 16)

Scramblin' Around

By Maureen Lee

Well, the Gripsters have their results out and if any of you feel hard done by, give the guys a break! They know there has to be a goof or two, but just think of the scoring chore what with muddy plates and hordes of riders. Their idea of the video tape would have completely solved the problem, but the chap the firm sent along to run the equipment turned out to be a bit of a yo-yo and it didn't work.

But, fair is fair, so if you have a legitimate complaint contact them or appeal to the Competition Committee presenting your story. We know definitely of one rider who finished but is not listed in the results, and unfortunately not all the course cutters were caught.

Some of the shenanigans to miss the mudhole on Sunday were observed but we won't blow the whistle on anyone, just let you think about it for a bit. The guys who get hurt though are the ones who finish back aways after competing as many full laps as they could before the leader was flagged. They rode their hearts out for their points while the "smart" ones didn't do half the work and may have ended up ahead of the true sportsmen.

If you have a 1969 Sporting Calendar, here are a few new scrambles dates to mark in. April 13th, the Scramblers; April 27th, the 13 Rebels; the Jack Rabbits are on for May 30th and September 28th; and the 13 Rebels again for October 26th. That makes our calendar look a little better because we're sure hurting this year with all the cancellations.

Another date to think about is the Arizona State Championship in Tucson. It's scheduled this year for April 13th and those of you who've made the trip know what a ball we have. The Arizonans are really hospitable; even though last year most of the gold came home to California there were no hard feelings. But if you've been reading accounts of their current racing season, they may come up with some surprises

San Bernardino had to cancel out Sunday but some die hards showed up. We think Gerry Burton deserves a tip of the hat. He took his blade and cut out a "motocross" course around Perris about two-and-a-half miles long and turned the guys loose on it for ten laps. We were already swimming home by the time this went on, but from what we hear the guys had a ball. Danny Hockie won it, with John Rice second. Who says we don't have any rough scramblers any more?

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2/23/69
125cc Junior Class
1st T. Shumate – SACHS

Cross Country – Imperial Valley M.C.
2/9/69
1st 100cc Novice
John Davis – SACHS

European Scrambles
Encinitas, Cal. – 2/2/69
1st 125cc Expert
Rick Vesco – SACHS
1st 125cc Novice
Eric Crippa – SACHS
1st 100cc Novice
John Davis – SACHS

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RESULTS

EUROPEAN SCRAMBLES, SAGE HOPPERS M.C.
Encinitas, Cal., Feb. 2, 1969

EXPERT—100cc, 125cc, 250cc OPEN

* 1.	Lars Larsson	Hus	Open
* 2.	Gene Fetty	Hus	Open
* 3.	Ron Nelson	Mon	Open
* 4.	Bill Silverthorn	Hus	250
* 5.	Bruce Dunford	Hus	250
* 6.	Tom Muto	Hus	250
7.	Ken Renick	Hus	Open
8.	Bob Goodman	Mon	Open
9.	Bob Riley	Gre	250
10.	H.G. Backer	C-Z	Open
11.	Bruce Cornell	Ric	Open
12.	Dennis Hussong	Hus	Open
13.	Dick Vick	Hus	250
14.	Bob Henry	Bul	Open
15.	Kenton Smith	Yam	250
*16.	Jack Morgan	Hod	100
17.	Noel Cobbs	Hus	250
18.	Mono Fox	Mai	Open
19.	Fred Angelo	Mon	Open
*20.	Rick Vesco	Sac	125
*21.	John Fishburn	Hod	100
*22.	Floyd Roach	Pen	100
23.	Gary Westergaard	Bul	250
24.	Bill Paradise	Yam	250
25.	Joe Stemmer	Tri	Open
*26.	Rick Walden	Yam	125
27.	Leuis Baker	Hus	Open
28.	Piere Raby	Hus	250
29.	Jon Von Tesmar	Yam	125
30.	Gary Little	Hod	100
31.	Stan Whitten	Yam	100
32.	Budd Willis	Bul	125
33.	Buddy Gast	C-Z	250
34.	Gary Fishburn	Pen	125
35.	Bill Smith	Yam	125
36.	Stan Gargura	Tri	Open
37.	Dick Cochran	C-Z	250
38.	Art Feather	Hod	100

NOVICE – 125cc, 250cc OPEN

* 1.	Mike Harrison	Mai	Open
* 2.	Dick Fitchner	Mai	Open
* 3.	Richard Frampton	Hus	Open
* 4.	Ron Dugan	Hus	250
* 5.	Clifford Martin	Kaw	250
6.	Pete De Rosa	Bul	Open
* 7.	Cary Harris	Hus	250
* 8.	Edwin Abbott	Yam	250
9.	Tom Heath	Bul	Open
10.	Jack Moye	Hus	Open
11.	Chris Ware	Bul	Open
*12.	Dennis Keefe	Hus	250
*13.	Dave Smith	Hus	250
*14.	Ronald Thomson	Yam	250
*15.	Eric Crippa	Sac	125
16.	William Wilson	Kaw	250
17.	Thane Tasto	Mai	Open
18.	Bob Chessir	Mon	250
19.	Herman Esswein	Hus	250
20.	Bill Smith	Yam	125
*21.	Richard Reed	Kaw	125
*22.	Kenneth Collins	Sac	125
23.	Tom Brown	Hus	250
24.	D.L. Knudsen	Yam	250
25.	Jack Dannenberg	Yam	125
26.	Ronald Stacy	Sac	125
27.	Jeffery Baird	Kaw	125
28.	Royce Freeman	Kaw	250
29.	Dick Martin	Suz	250
30.	Odd Lee Skjegstad	Hus	250
31.	Rudy Lucero	Bul	Open
32.	Louis Vallon	Bul	250
33.	Jerry Singer	Pen	125
34.	Randall Griggs	Hon	Open
35.	Ross Davidson	Sac	125

NOVICE—100cc, POWDER PUFF, EXPERT – POWDER PUFF

* 1.	John Davis	Sac	100
* 2.	Dan Phillips	Hon	100
* 3.	Mike Lyle	Hod	100
* 4.	Jay Dunn	Hod	100
* 5.	Davey Davis	Bri	100
* 6.	John Feather	Sac	100
* 7.	Scott Penwarden	Sac	100
* 8.	Martyn Wirdgery	Hod	100
* 9.	Kenny Markham	Hod	100
*10.	Phillip Sumner	Sac	100
*11.	Diego Gualda	Yam	100
*12.	Raymond Williams	Zun	100
13.			
14.	John Stansberry	Hod	100
15.	Paul Nyland	Hod	100
16.	Richard Carlson	Yam	100
17.			
18.	R.E. Sommers	Hod	100
19.	Phil Allen	Hod	100
20.	Eric Phillips	Hon	100
21.	Alex Shapowal	Hod	100
22.	Marsha Metz	Yam	100
23.	Dan Johnson	Kaw	100
24.	Frank Roberts	Yam	100
*25.	Katrina Esswein	Hod	100
26.	Mark Stevens	Pil	100
27.	Carol Gooding	Hod	100
28.	Gary Kozlow	Hod	100
29.	Richard Norgaard	Hod	100
30.	Jerry Beatty	Yam	100
31.	Craig Hunter	Yam	100
32.	Arthur Bates	Sac	100
33.	Ronald Berg	Yam	100
34.	Bob Stevens Jr.	Hon	100
35.	Forrest Blossoms	M-B	100
36.	David Olson	Yam	100
37.	Bob Mitchell	Hod	100
38.	William Richardson	Hod	100
39.	Tom Whitten	Hod	100
40.	Joe Jackson	Hod	100
41.	George Allen	Hod	100

*Denotes Trophy Winners

MARICOPA SCRAMBLES
Maricopa, Cal.
Feb. 23, 1969

0-125cc

Bryan Holcomb	Hod	
Carmon Minder	Sac	
Eldon Carroll	—	
B.N. Hodge	—	

126-250cc

Ron Miller	Hus	
Woody Wilson	Mai	
Ron Marshal	—	

251-OPEN

Bill Oliver	Mai	
Terry Davis	Hus	
Pete Willis	Duc	

WILLOW SPRINGS ACA ROAD RACE
Willow Springs, Cal.
Feb. 23, 1969

250 GP

Dave Damron	Oce	
Don Emde	Yam	
Tim Macy	Yam	
Bennie Riddle	Duc	
Roy Rehm	H-D	

350-500 OPEN GP

Jack Harney	Bri	
Don Emde	Yam	

500cc

Dave Damron	Oce	
John Manning	Vel	

OPEN

Don Harms	H-D	
Roland Pagan	Tri	

50 CLASS II GP

Mike Lane	Ita	
Chris Anderson	Mon	
Sid Chambers	Mon	

100cc GP

Don Emde	Hod	
Pat Evans	Hod	

125cc

Bob Barker	Duc	
Steve Froschauer	Yam	

175cc

Richard Stuelke	Hon	
Ron Dean	Hon	

200cc

Rog Wood	Bri	

LTWT. PROD. 100cc

Pat Evans	Yam	
Dale Hopkins	Suz	
James McWorthy	Suz	
Kelly Evans	Kaw	

125cc

Dick Pearce	Yam	

175cc

Rod Schmidt	Hon	

200cc

Rog Wood	Bri	
Alan Gingerelli	Suz	

HEAVYWT. PROD. OPEN

Mike Lane	BSA	
Roland Pagan	Tri	

350cc

Jack Harney	Bri	
Rayburn Johnson	Kaw	

250cc

Bob Speier	Suz	
Dick West	Suz	
Hal Petrie	Kaw	

H.R.A.A. MOTOCROSS
Holiday, Cal. Feb. 9, 1969

By Dick & Nora Ray

TRAIL BIKES

1. Bill Fahler	Hon	
2. Clyde Heckart	Pen	
3. Ni Sanchez	Hod	

OPEN JUNIOR

1. Dick Davis	Hon	
2. Kent Lentz	Tri	
3. Pat Hannan	Bul	
4. Charlie Wren tie	Hon	

OPEN SENIOR

1. Bill Fahler	Kaw	
2. Mike Merriman	Hus	
3. Paul Wolby	Hus	
4. Don Love	Hus	

ELSINORE SIDEHACK RESULTS
Elsinore, Cal., Feb. 9, 1969

SIDEHACKS—19 Entries
6 Finishers

*1.	H. Zerr-T. Billings	BMW
*2.	J. Moffitt/N. Soteros	Tri
*3.	B. Carter/R. Mohr	Yam
4.	M. Leblanc-F. Soteros	Bul
5.	F. Danielson/F. Danielson Jr.	BSA
6.	D. Meter/K. Meter	Gre

CARLSBAD GRAND PRIX
Carlsbad, Cal., Feb. 23,

125cc JUNIOR

1.	T. Shumate	Sac
2.	M. Tripes	Pen
3.	B. Clucas	Pen
4.	A. Barda	Hod
5.	F. Silva	Bri
6.	T. Opsahl	Hod

250cc JUNIOR

1.	M. Cram	Hus
2.	J. Oneal	Bul
3.	D. Wiseman	Hus
4.	A. Martenson	Bul
5.	M. Alzola	Mon
6.	T. Cook	Yam

500cc JUNIOR

1.	B. Pettigrew	Mai
2.	J. Fitzgerald	Mon
3.	R. Flaming	Mai
4.	R. Farmer	Mon
5.	R. Norris	Bul
6.	B. Kohler	Mon

125cc EXPERT

1.	T. Rapp	Bul
2.	L. Larsson	Pen
3.	G. Bailey	Pen
4.	B. Messer	Sac
5.	J. Bentley	Pen
6.	A. Baker	Yam

250cc EXPERT

1.	G. Bailey	Gre
2.	A. Baker	Yam
3.	B. Kulek	Hus
4.	R. Vanderpool	Yam
5.	C. Hollenbeck	Bul
6.	J. Wilson	Gre

500cc EXPERT

1.	L. Peterson	Mai
2.	D. McClean	CZ
3.	D. Shore	CZ
4.	L. Larsson	Hus
5.	T. Rapp	Am/Eag
6.	G. Bailey	Gre

1st Overall: Lon Peterson Mai
2nd Overall: Bill PettigrewMai
3rd Overall: J. Fitzgerald Mon

KERN COUNTY TRAILBLAZERS
Poso Park Famoso Junction
Feb. 9, 1969 (by Stan Coffee

125 JR. DIV.—23 Entries

*1.	Orvis Stacy	Sac
*2.	Earl Allen	Sac
*3.	Albert Stacy	Sac
*4.	Jim Hodge (tie)	Bul
*4.	Gary Chaplin (tie)	Hod
6.	Gil Robbins VT	Hod
7.	Larry Fairbanks	Hon
8.	Bobby Boydston	Kaw
9.	Randy Matthews	Bri

125 JR. DIV.—22 Entries

*1.	Wayne Garrett	Yam
*2.	Ron Ely	Mai
*3.	Dave Sprayberry	Kaw
*4.	John Gallarza	Pen
*5.	James O'Connor	Hod
6.	Bruce Woods	Bul
7.	Carol Davis	Sac

125 SR. DIV.—16 Entries

*1.	Mike Runyard	Sac
*2.	Lawrence Mulock	Sac
*3.	Ray Yinger	Bul
4.	Carmon Minder	Sac
5.	Jeff Johnson	Hod
6.	T.D. McCullum	Kaw

250 JR. DIV.—33 Entries

*1.	Freeman Coulter	Yam
*2.	Norman Enderle	Bul
*3.	Wm. E. Duncan	Hus
*4.	John M. Morris	Yam
*5.	Gerald Yarbrough	Bul
*6.	Allen Green	Bul
7.	James Ferguson	Yam
8.	Bruce Saiger	Yam

250 SR. DIV.—15 Entries

*1.	Lon Peterson	Mai
*2.	Dennis Keefe	Hus
*3.	Steve Holladay	Hus
4.	Ray McCarty	Yam
5.	Billy Woods	Bul
6.	Mitch Miller	Yam
7.	Chas. Curnutt Sr.	Hus

OPEN JR. DIV.—19 Entries

*1.	Terry Davis	Hus
*2.	Mike Spier	Mai
*3.	Chas. Curnutt Jr.	Hus
*4.	Cliff Gentry	Tri
5.	Jim Conway	BSA
6.	Clarence Willis	Tri
6.	J.T. Lambert	Hus
8.	Pete Willis	Duc

OPEN SR. DIV.—22 Entries

*1.	Gary Conrad	Hus
*2.	Lon Peterson	Mai
*3.	Bill Oliver	Mai
*4.	Mike Thompson	Mai
5.	Jack R. Munger	Bul
6.	Joseph J. Kuler	Hus
7.	Cal Botton	Mai
8.	Howard Sutton-tie	Tri
8.	Duane Shockley-tie	Bul

*Denotes Trophy Winners

Elfin Forest Ranch, Cal.
February 16, 1969

MASTERS

1.	Jim Wilson	246 Gre	49 Pt
2.	Bob Grove	250 Bul	55
3.	R. Nickelsen	250 Bul	63
4.	Dave Evans	250 Bul	71
5.	Jack Ward	250 Bul	74
6.	Gary Davis	250 Gre	79
6.	Tom Slowers	250 Gre	79
8.	John Walters	250 Bul	81
8.	Harry Brattin	250 Tri	81
10.	Ed Davenport	250 Bul	84
11.	Duane Stone	250 Bul	89
12.	Lee Rombeau	90 Hod	94

EXPERTS

1.	Don Lawrence	250 Bul	87
2.	Jon Van Wormer	350 Bul	102
3.	Geoffrey Hammond	113 Hon	108

ULTRA LIGHTWEIGHTS

1.	D.P. Klippert	100 Hod	54
2.	Dennis Lane	100 Hod	61
3.	Norman B. Cowell Jr.	73 Sac	62
4.	Bob Riggs	90 Hod	66
5.	Gary Lane	100 Hod	67
6.	Donn Stewart	90 Hon	69
7.	Francis Upton	90 Hod	71
8.	Dee Cameron	90 Hod	74
8.	Herb Shear	100 Bul	74
10.	Jerry Shepard	90 Hod	76
11.	Joe Bushey	90 Hod	77
12.	Dan Bennett	100 Yam	78
13.	Ray Jackson	125 Yam	80
14.	Bill Earl	80 Hon	85
15.	Dave Blair	80 Yam	86
16.	Eally Lowe	90 Kaw	94
17.	Kent Davis	90 Hod	95
18.	Norm Harhide	120 Kaw	96
19.	Richard Marquez	100 Hod	98
20.	Bill Day	80 Suz	99
21.	Gordon Montgomery	90 Hod	100
22.	Gerald Gurule	120 Kaw	106
22.	Jim Homsum	120 Kaw	106
22.	Ron Lowe	90 Kaw	106

LIGHTWEIGHT

1.	Gale Searing	250 Bul	34
2.	John Brewer	247 Cot	39
3.	Bill Batzloff	250 Cot	41
4.	Leroy Earl	250 Bul	43
5.	Bill Smith	250 Bul	47
6.	Victor Conaway	250 Bul	49
7.	Bill Robertson	250 Yam	50
8.	John Woodruff	250 Bul	57
9.	Gary Becker	250 Bul	59
10.	Lacy Blair	250 Yam	62
11.	Ralph Wingert	247 Cot	63
12.	Loyd Davis	200 Tri	64
13.	Gene Martin	200 Tri	65
14.	Ron Garsha	250 Bul	66
15.	Yr Camp	250 Bul	66
15.	Bill Deeter	250 Bul	66
17.	John Penner	250 Gre	67
18.	George Karsten	250 Bul	68
19.	Ralph Chaney	250 Bul	70
20.	D. Sims	250 Bul	70
21.	Bill Harden	250 Cot	70
22.	Fed Haas	250 Bul	71

WOMEN

1.	Doreen Portner	90 Hon	16
2.	Joyce Davenport	90 Hod	17
3.	Dee Dee Earl	100 Hod	22
4.	Donnie Stewart	100 Hod	27
5.	Edna Evans	250 Bul	30
6.	Linda Klippert	100 Hod	40
7.	Vickie Haas	90 Hod	44
8.	Nila Grove	100 Hod	45
9.	Jeannie Upton	120 Kaw	46
10.	Connie Becker	65 Hon	52

KIDS

1.	Mark Garsha	100 Yam	26
2.	Debbie Evans	97 T-Suz	28
3.	Jeff Foland	100 Yam	34
4.	Dean Searing	50 Suz	37
5.	Mike Figueredo	90 Hon	39
6.	Marvin Staickland	120 Suz	43
7.	Scott Riggs	80 Suz	45
8.	Randy Rider	90 Hon	67

All results unofficial unless otherwise noted.

CROSS COUNTRY RACE
Imperial Valley Motorcycle Club
February 9, 1969

* 1.	Jeff Willis	Oss	1st Ltwt. Ex.
* 2.	Ken Renick	Hus	1st Open Ex.
* 3.	Don McCarley	Mai	1st 125 Ex.
* 4.	Dick Cockran Jr.	CZ	2nd Ltwt. Ex.
* 5.	Wayne Matlock	Yam	1st Ltwt. Nov
* 6.	Sam Morgan	Hus	1st Open Nov
* 7.	Gay Braudaway	Hus	2nd Ltwt. Nov
* 8.	Larry Williams	Yam	3rd Ltwt. Nov
9.	Larry Slaughter	Gre	3rd Ltwt. Ex
10.	H.G. Backer	CZ	4th Ltwt. Ex
11.	Tom Wester	Gre	4th Ltwt. Nov
*12.	John Davis	Sac	1st 100cc Nov
*13.	Joe Stemmer	Tri	2nd Open Ex
*14.	Jack Hettinger	Hod	1st 100cc Ex
15.	Jerry Baker	Yam	5th Ltwt. Nov
*16.	Jay Dunn	Hus	6th Ltwt. Nov
17.	James Russell	Yam	7th Ltwt. Nov
18.	Harry Brown	Hus	2nd Open Nov
19.	Stan Whitten	Yam	2nd 100cc Ex
20.	Randy Kinnings	Duc	8th Ltwt. Nov
21.	Mono Fox	Mai	3rd Open Ex
22.	Dick Cockran Sr.	Mai	5th Ltwt. Ex
23.	Neal Cale	Sac	2nd 125 Nov
24.	Fred Kenyon	Mon	3rd Open Nov
25.	Bud Chillinsky	Bul	9th Ltwt. Nov
*26.	Doug Nelson	Pen	2nd 100cc Nov

THREE LAPS

27.	Floyd Roach	Pen	3rd 100cc Ex
*28.	Micky Hill	Hon	3rd 100cc Nov
29.	James Cavin	Duc	4th Open Nov
*30.	Dave Templeton	Hod	4th 100cc Nov

*Denotes Trophy Winners

SCRAMBLES February 23, 1969
By Dick Wright

1.	J.N. Roberts	500 Ex	H-D
2.	Larry Bergquist	250 Ex	Bul
3.	Gary Conrad	500 Ex	Hus
4.	Mike Patrick	250 Ex	Yam
5.	Tom Muto	250	Hus
6.	Phil Bowers	250	Yam
7.	Steve Kirk	500 Ex	Mon
8.	Bill Harry	250 Ex	Bul
9.	Ron Bishop	250 Ex	Yam
10.	Steve Staats	500 Ex	H-D
11.	Dennis Torgenson	250 Ex	Hus
12.	Bruce Lewellyn	500 Ex	Hus
13.	Dave Lewis	500 Ex	Hus
14.	James Martino	500 Ex	Hus
15.	Glenn Thomas	250 Ex	Hus
16.	Bill Friant	250 Ex	Hus
17.	Bob Ewing	500 Ex	BSA
18.	Roy Alexander	750 Am	Bul
19.	John Lloyd	250 Am	Bul
20.	Eric Jensen	125 Am	Sac
21.	Dennis Keefe	250 Nov	Hus
22.	Darryl Ellis	250 Am	Hus
23.	Jack Byers	Op Ex	Ric
24.	Wm. Waters	500 Am	Hus
25.	Dan Kline	250 Ex	Gre
26.	Rick Shirley	500 Nov	Bul
27.	Bud Harvey	500 Ex	Bul
28.	Steve Penn	500 Nov	Hus

TRAIL BIKES

1.	Jack Morgan	Ex	Hod
2.	Dean Goldsmith	Ex	H-D
3.	Jeff Wright	Ex SS	H
4.	Mark Rader	Am	Hod
5.	Jim Sumners	Ex	Hod
6.	Bob McLaughlin	Ex	Sac
7.	D. Lundberg	—	—
8.	Geo. Flanders	Ex	Hod
9.	Robert Duncan	Am	Pen
10.	Tracy Saylor	Am	Yam
11.	Claes Nilson	Nov	Pen
12.	Jim Brown	Ex	Sac
13.	Jack Froelich	Ex	Bul
14.	J.R. Artz	Nov	H
15.	Dom Emler	Nov	Suz

A.M.R.A. TT
Manzanita Speedway
Phoenix, Arizona
Sun., Feb. 16, 1969

By Matt Glover

125 NOVICE

1.	Dick Shuman	Yam
2.	Dale Boggs	Kaw
3.	Ronnie Dorsey	Yam
4.	David Klecak	Hon
5.	Tom Aguirre	Yam

125 AMATEUR

1.	Rick Kraft	H-D
2.	Bruce Marble	Bul

250 NOVICE

1.	Bill McAllister	Bri
2.	Jim Wade	Bul
3.	Pete Wouters	Yam
4.	Dick Kenny	Oss
5.	Ray Brown	Bul
6.	Scott Farnum	Yam
7.	Richie Boaz	Kaw
8.	Jim Boat	Yam

250 AMATEUR

1.	Dale Sturdevant	Yam
2.	Jim Morgan	Yam
3.	Chuck Russo	Bul
4.	Mike Cameron	Yam

250 EXPERT

1.	Byron Boaz	Yam
2.	Jim Halford	Yam
3.	Larry Desmond	Bul

OPEN NOVICE

1.	Pat Hayes	Bul
2.	Ronald Ford	Tri
3.	Carl Antilla	BSA
4.	Ed Perret	BSA
5.	David Ford	Tri
6.	Ronald Bakkel	Tri
7.	Larry Minton	BSA
8.	James Gorman	Hon

OPEN AMATEUR

1.	Jon Haviland	Tri
2.	Mike Hampton	Hon
3.	Bruce Marble	BSA

OPEN EXPERT

1.	Jon Sellers	Tri
2.	Byron Boaz	BSA
3.	Tom Halford	Bul
4.	Jim Abbott	BSA

MT. ST. HELENS MOTO-CROSS
Feb. 16, 1969

Jay Lacey

125cc

1.	Cris Ness	Hon
2.	Al Schapper	Hon
3.	Don Godfrey	Mai

200cc

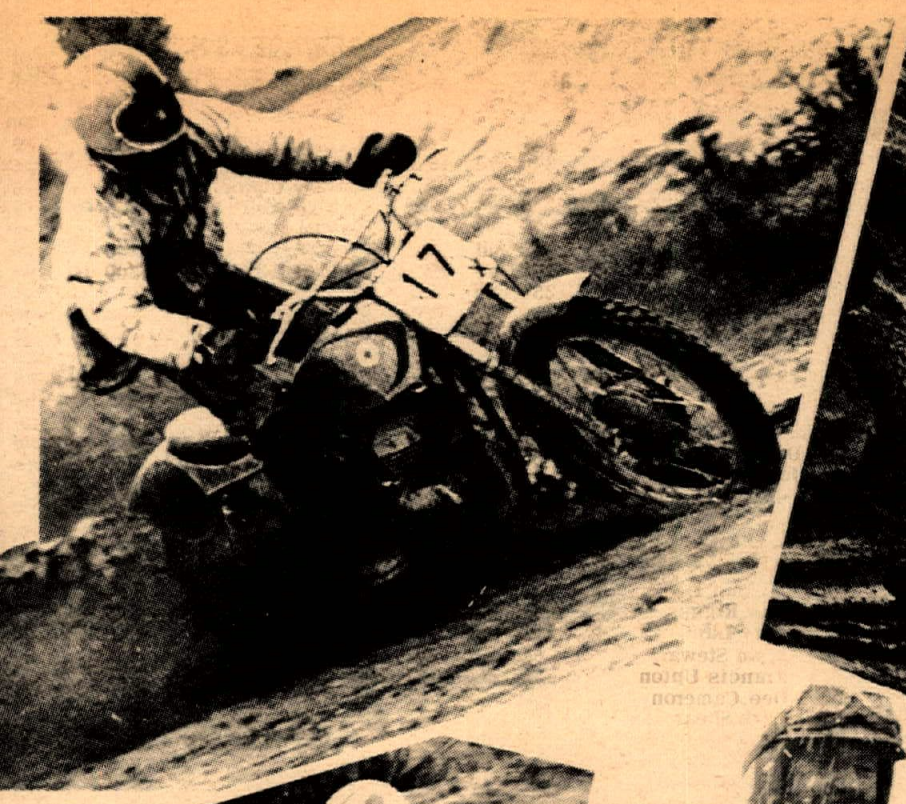
1.	Irv Scardrup	Kaw
2.	Jerry Maker	Hon
3.	Jim Saddler	Hon

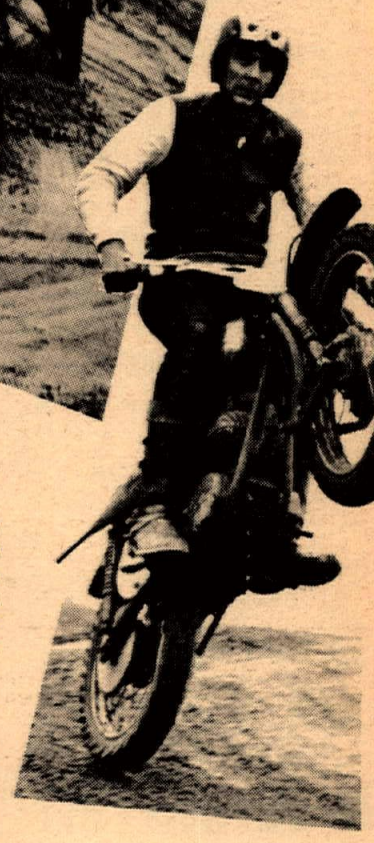
250cc

1.	Ward Studer	Kaw
2.	Danny Smith	CZ
3.	C.J. Johnson	Yam
4.	Dewain Beard	Gre
5.	Duke DeLay	Gre

OPEN CLASS

1.	Dick Jagow	Gre
2.	Slug Saddler	Hon
3.	Jim Watts	Mon
4.	Jim Smith	Tri
5.	Jim Denny	Gre





STORMY WEATHER

Photos by Manuel Burton

PERRIS, Cal., Feb. 23 – It was so muddy the pictures slipped all over the page. It was so muddy they had to turn the hose on Chuck Smith to see who he was. It was so muddy they cancelled the scheduled point run and threw an impromptu moto-cross instead.

Danny Hockie, 17X, took it on his Ossa.

Also pictured: on the right, John Rice lifts high on his 125cc Sachs; on the far left, Vince Graves slides his Honda through a wet turn; and above, a group of riders move off testily at the first turn.

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33

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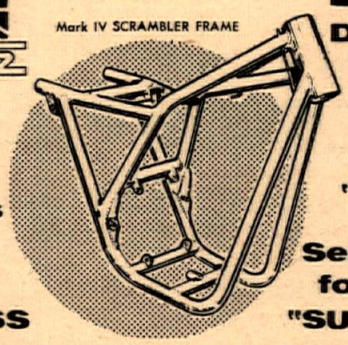

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5th Jim Summers – Hodaka

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100cc G.P.

1st Don Emde – Hodaka
2nd Pat Evans – Hodaka

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1st D. Klippert – Hodaka
2nd Dennis Lane – Hodaka

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CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY – P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE ?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BAKERSFIELD RED TOPS, 327 Olive St., Bakersfield, Cal. 93304. Meetings held last Wed. of month at Marino's, 622 E. 21st St., Bakersfield, Cal.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022; Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info from Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, preservation, and antique motorcycles. So Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Collett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C Desert Competition Club seeking AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at selected location. Call Lloyd Powell at (213) 943–4697 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS NORTH M.C., Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. meets Thursdays at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573–5495

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) VA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-JINX FAMILY M.C., Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Cal. Visitors welcome, new members invited.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting, refreshments. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED. Meets first Sunday of month, 4 p.m. at Warren Wilson Mtrs., 9000 Sepulveda Blvd., Sepulveda. For info contact Schandeney 894–9218. Road riding club, limited to Honda 250s and 450s and riders age 21 and over.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30½ W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336–0414.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 6 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres.: J. M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot. 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841. (Mailing address same.)

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C., family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Friday night at 8 p.m. with the 3rd Friday night of the month being a social evening. Club address, 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E. Kirkland, Wa. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426–4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st and 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contacts: "Woody" Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Harley Shop, 426-2875.

ROAD RUNNERS M/C, a road riding family club. Meets every other Sunday. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

RED DOTS M.C. Meetings 2nd & 4th Wednesday of month. For info. call (213) 255-8536. Mailing address: 2755 Dictum St., L.A., 90065.

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SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert and track competition. Meetings every 2nd and 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833–4451.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley. AMA sanction. Meets at Kolbe's Cycles in Reseda. 7514 Reseda Blvd. at 8 p.m. on alternate Tuesdays. Info: (213) 345-7616 T.T. & desert.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 387, Simi, Cal. Phone (805) 526–7971 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in rear. Refreshments during meeting. Phone (213) 222-2720.

SLED RIDERS M.C., desert competition and social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph. (714) 429-3557. Meets at 8:30 p.m. 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk.

SO. CAL. M.C., Desert competition club. AMA sanc. Meets every Wed. 8:30 p.m. Verdugo Park, Verdugo & California Sts., Burbank, Cal. Mail address: 623 Mary Ann Dr., Redondo Beach, Cal. 90278. Ph: (213) 372-2266.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Friday of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Cal. 92402.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels." AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing Address: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only. Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address: c/o Carol Schmidt, Sec'y, 516 E. 186th St., Gardena, Cal. (213) 323-2280.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 – 39th Street, San Diego, California 92105.

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13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

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VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT, and social. Membership limited to those involved with motion picture and TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nev.

Jack Ward pulling out of two foot deep water in Trap 13.

Duane Stone fell off in Escondido Creek getting completely soaked. Stone is No. 11, rides a Bultaco.

Tricky Trials In Flooding Escondido Creek

Story & Photos by Gary Barton

ELFIN FOREST, Cal., Feb. 16 – What a day for a trials! The night before had been another one of those heavy downpours of rain that southern California has been plagued with so much this winter. But the San Diego Trials Riders were not going to be deterred by some damp weather.

This was the first trials of the year staged by the S.D.T.R. The location was Elfin Forest Campground, found about five miles south of Lake San Marcos, San Diego County.

A more ideal area would be hard to find, water, both fast and slow running, mud, the thick oozing, slippery kind, rocks and all the other terrible obstacles that go into the making of a wonderful, or should I say challenging trials.

The morning found a bright sun shining and one of the most pleasant days possible to hold an event. In fact, the turnout was nothing short of amazing. 122 riders started the event and 97 were able to finish. 15 Masters, 4 Experts and 103 Amateurs were assembled for the rider's meeting and given the rules of the game.

They were also informed that the people in the campground were a little concerned about the way the riders were standing on the pegs. They thought this was a little strange, so the riders were asked to ride sitting down between sections. The best way to slow down a trials rider is to make him sit down. Sitting down is such a foreign feeling on a bike that's been designed to be ridden standing up.

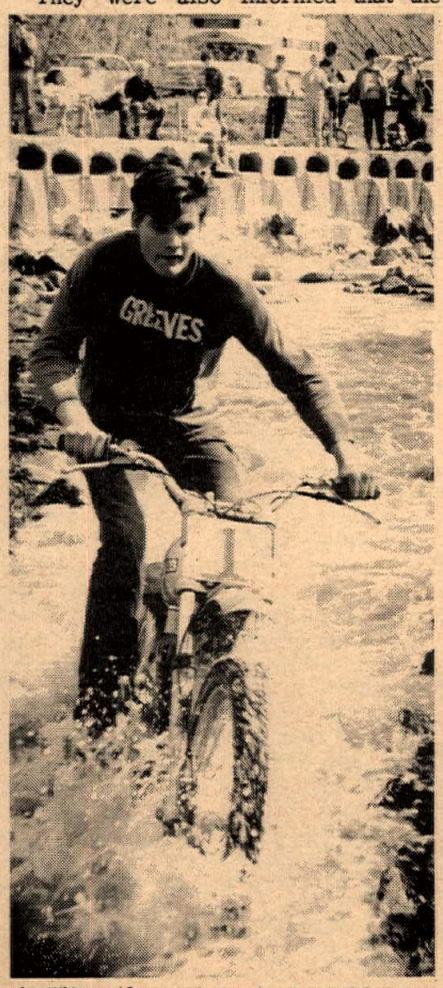
Escondido Creek runs through the hills and directly through the campground. However, after an all night rain it became Escondido River. Master/Expert traps 12 & 13 were laid out here the day before; by Sunday morning they were mostly fast water and slippery rocks.

It was here one had a good chance to watch and compare the riding styles of the riders. Over 200 spectators were on hand, giving moral and sometimes physical support to the riders. For trap 12 the riders had to enter the section a slimy off camber, dropping into the water and proceeding through it, picking their way over and between large, slippery rocks. After about 25 yards of this, a U-turn was made and it was back downstream through deep water and finally the exit back on the bank.

Jim Wilson returned to trials after a short break for some Moto-cross racing. He rides his Greeves Anglian in a forceful and aggressive manner similar to the Smmy Miller style.

Wilson proved he hadn't lost any of his winning ways and took top honors of the day with a loss of 49 points.

Bob Grove captured second place and was possibly the most fun to watch this day. He was very graceful and many times showed what ability he has in balancing his Bultaco.



Jim Wilson (Greeves) No. 1, also exiting from trap 12.

Picking His Way

Grove would pick his way very carefully through each section and was possibly the best in the fast running water. Here he would delight everyone by attacking a section aggressively then very delicately balance and climb ever so gracefully over the rocks, rocking back and forth to break or catch just the right amount of traction. Bob lost 55 points in three passes at the eight different sections.

Bob Nickelsen rode his Bultaco to a third place by losing 63 points. He showed great prowess in the mud traps, which were in great abundance.

Trap 10 was another delightful section for the M&E's to tackle. Although it was quite short it offered a very formidable barrier. The Trialers were required to enter over a foot high log then drop down a three foot embankment, a sharp right turn over rocks into rim deep mud, forward a few feet then a climb up a slippery bank on an off camber and a tight right turn around a tree stump. Back into the mud and up to the exit and most formidable barrier.

Here the rider had to make a very tight left turn, pull hard on the bars to leap over a one foot high tree root and between two trees about 3-1/2 feet apart. If you pulled too hard the bike would come back over; not hard enough and the root stopped you dead; a little off center and your bars caught on the trees or you slid sideways off the root. Very few riders cleaned here but those who did always received a round of applause and cheers from those watching.

Recovered Completely

In the Expert class Don Lawrence showed that he's recovered completely from a broken leg, and completely dominated his competition. He rode his Sherpa T skillfully, losing 87 points to Jon Van Wormer's (350 Bultaco) 102 marks and Geoff Hammond's (113 Honda) 108. Don Clement, riding a one day old Sherpa T threw a chain and cracked the cases putting him out for the day.

The Amateur's also had an exciting day of Trialing. Riding their own eight traps for three laps. The sections were not as gruesome as the M&E's but were formidable just the same. With 103 riders competing, the wait to ride the various sections was often a long one.

Gale Searing rode very smoothly to first place in the amateur lightweight class. Gale's Bultaco ran perfectly and was a contributing factor to Gale's low score of 34 points. Second and third positions were taken by John Brewer and Bill Batzloff. Both riders compete on Cottons, and were separated by only three points. Brewer dropped 39 points and Batzloff had 41 marks against.

In the amateur ultra-lightweights, the Hodakas of D.P. Klippert and Dennis Lane took the first two places, while Norm Cowell rode his 73cc Sachs to third place. Lane and Cowell were only one point apart when the score's were tallied.

Ten women competed amongst themselves, with Doreen Portner edging Joyce Davenport by one point. Dee Dee Earl finished third.

There were also nine kids under 14 riding the same special traps as the women. Mark Garsha (Yamaha) was tops, with Debbie Evans and Jeff Foland in second and third respectively.

After the long day was over and the riders were exhausted, water-soaked and mud covered, informal little groups formed and the entrants compared scores and swapped stories before loading the bikes up and heading home.

(Results on page 16)

John Walters pushes to get between the trees and over the root at the exit of Trap 10. (John is No. 5 and rides a Bultaco.) (He's also S.D.T.R. President.)

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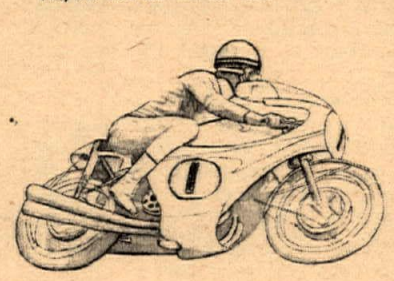

DEALERS: Customers keep coming back for Cycle News! TO ORDER the newspaper for your store, call Cycle News Circulation Manager (213) 423-0431 (both display and Outside vending Racks now available).

Mayor Of Arcadia Asks Local Support For Jones

ARCADIA, Cal., Feb. 26 – Chuck "Corky" Jones of Arcadia suffered a possible chipped vertebra and a broken neck that left him paralyzed from the neck down in a speedway accident in Australia. His right arm was badly crushed and broken in three placed. He has had a six-hour operation on his arm where they put in three plates so that he might have the therapy needed. He also suffered a deep laceration on the calf of his left leg and was badly bruised all over.

Details of the Australian accident have been described in Sydney by Peter White, Sports writer for National Motorcycle Newspaper of Australia:

"Jones was competing in the first race of the night Jan. 11, Heat 1, of the Solo Scratch Race.

He rated third best behind John Langfield and Johnny Taaffe. Coming out of the top bend he closed on Taaffe and down the back straight he moved up high for an outside pass on the pit corner.

Suddenly Taaffe pulled an overslide which he could not correct. He sprawled from his machine which spiralled directly in the path of Jones.

Jones was flung headfirst into the safety fence at full throttle. Such was the force that the peak and visor of his safety helmet were completely torn away.

The unconscious rider was rushed to St. Vincents Hospital and admitted to the intensive care unit. The following day he was moved to Royal North Shore Hospital for Specialist Treatment."

The original reason behind Corky's trip to New Zealand and Australia was that the experience would be invaluable when it came to negotiating with British promoters this winter.

Corky wanted to get into the British racing circuit as a member of one of their teams.

Australians, like Arcadians, are helping financial assistance to the "Corky Jones Recovery Fund. There is no insurance.

Mayor Don Hage of Arcadia made a proclaimation to the city, giving recognition to Corky and to promote the fund drive to pay for medical expenses and his trip home. Major Hage said that Corky exemplifies the best qualities of American Youth.

Done Much For City

He doesn't personally know Corky, but his mother, Alyce Jones, is Arcadia's Welcome Hostess.

"From what I know of his generous mother and what I have heard about Corky, I feel confident that there would be no finer family to help who themselves have done so much for our city in the past," Hage said.

Latest reports are that there is much encouragement. The doctors seem pleased. Corky has muscle movement in all limbs now and can move the right foot forward a little, and the left foot a quiver.

In a plea for help for Corky and family, Mike Raymond of the Sydney Daily Mirror, writing in his sports column, asked his readers to contribute to the fund.

In his plea to his readers, Raymond said: "It is a case which deserves support of every speedway spectator."

Corky's mother writes: "He and I send our special love and thanks to everyone who has helped us so much. Your cards and messages mean so much to us, being so far from home."

Letters or cards can be sent to: Chuck Jones, Royal North Shore Hospital, Sydney, Australia. If you would like to join with us in our efforts to raise our goal, your contributions can be sent to: Arcadia Chamber of Commerce, 338 West Huntington Drive, Arcadia, California.

If you would like other information write or call: Mrs. Glenn A. Smith, 1314 South Baldwin, Arcadia, California 445-0723.

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LAPD Buys 10 Moto-Guzzis, First Foreign Bike Purchase

Ready for the drag tests at Riverside.

LOS ANGELES, Feb. 11 – The City of Los Angeles has ordered 10 Moto-Guzzi Police bikes, the first time a foreign motorcycle has ever been purchased for police use.

The purchase resulted from six months of testing by the LAPD. They ran Harley-Davidson's against Honda 450-Police bikes, Moto-Guzzi 750-Police and the Triumph 650 Saint. The Triumphs and Hondas failed to come through as well as the Harleys, but it was the decision of the department that the Moto-Guzzis at least matched them.

The motorcycles were first tested in everyday traffic enforcement to determine comfort and durability. To determine performance characteristics, tests were conducted at Riverside Raceway, and also at Lions Drag Strip.

The Triumph was the first to be found unacceptable as it was not set up properly to be used as a police machine and, therefore, was not tested as far as performance was concerned.

In the performance test at Riverside Raceway the motorcycles were first tested on the roadrace circuit with Los Angeles Policemen riding them. The motorcycles were started separately at one minute intervals to keep them from racing against one another. After a few laps, the Moto-Guzzi caught up to the Harley and the Honda started to fall behind. This caused a little excitement in the "Harley Pits".

The result of the Riverside test proved the Moto-Guzzi to be at least equal to the Harley Davidson as far as roadracing was concerned. The Honda did not complete the test at Riverside due to engine problems and, therefore, did not pass that phase of the test.

The next test conducted was the acceleration test at Lions Drag Strip. Here again, the Honda did not qualify to break the 16 second maximum E.T. or the 80 M.P.H. minimum speed. The Guzzi turned the fast times of the day with E.T.'s below 15-1/2 seconds and speeds of 85 M.P.H. while the Harley ran in the high 15's with speed of 82 M.P.H. Also conducted that day were the brake tests in which all three motorcycles qualified.

After all the tests were completed, two of the four original test motorcycles were approved for police work, the Harley Davidson and the Moto-Guzzi. By purchasing the Moto-Guzzi's the Police Department can save approximately $700 per unit as opposed to the Harley. Also, maintenance costs can be reduced considerably because of the simplicity of the Moto-Guzzi, which is shaft driven.

The Moto-Guzzi Police bike is similar to the standard V-7 except for the fact that the engine is 750cc's instead of 700 and the shift is on the left and the brake on the right. The floor boards are fitted. It comes completely set up for police work, including all the brackets for siren, radio and red lights.

SONNET ON MY MOTORCYCLE

by Loyal T. Penn
1927

To you, most flexible machine of mine
I praise thy greatness to all the world.
Thy speed is equal to that of bullet hurled
From cannon's mouth. Oh, trusty steed of mine
Thou art being worked upon by time,
That heartless murderer felt o'er the world
Within me one small wish doth lie curled,
What then, when time does stop thy deeds
that shine,
That motor that did sound a roaring whine,
Will it o'er into some scrap heap be hurl'd
To rust the glistening wheels that once
did whirl,
Or wilt thou be butchered like so much swine
To grace the melting pot and come to shine
Again in other form and help the world?

This sonnet was written by Carol Penn's father in 1927, when he was 17 years old. His grandson, her son, is now in District 37 riding for K&N Yamaha, #38 X. Their names are the same.

COOLEY'S COLUMN

By Wes Cooley

The 1969 FIM stamps and annuaires have been received from the F.I.M. Anyone wishing to renew their International license should do so. These licenses are good from January 1 through December 31 of each calendar year. If you are going to enter the INTER-AM moto cross series this year, it would be far better to get your license in advance rather than wait until the deadline. This certainly eliminates a great deal of confusion for the sign-up crew, as well as the promoters and the rider himself.

This year, along with every FIM International Lincese, the FIM is issuing an Annuaire which gives all the international calendar events scheduled throughout the entire world, lists the world's champions in the past, as well as all the riders who participated in 1968 for world's championship points.

It is quite an interesting booklet regarding international motorcycling and gives some basic rules and regulations as well. Anyone wishing to renew their International License should write to MICUS, P.O. Box 273, Placentia, Calif or 92670. If you intend to compete in the Firecracker moto-cross on the 4th of July at Saddleback, you will need an International License to enter the international 250cc and 500cc classes.

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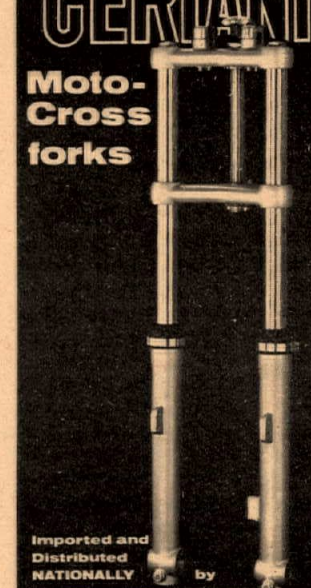
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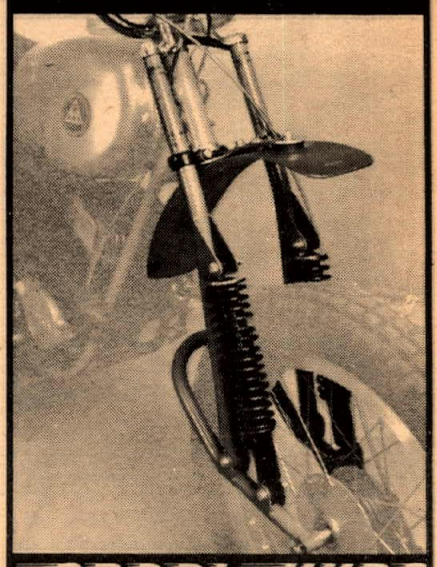
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'67 EL CAMINO Deluxe, factory air, power brakes & steering, good condition, private party, lic. # V94989. Call (213) 231-9400.

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Outstanding opportunity for experienced M/C salesman, 3 top lines – Suzuki – BSA – Bultaco. Large used bike business. Top commission and guarantee to the right man. Year round work. Suzuki Fun Center, 515 N. Victory Blvd., Burbank, or call (213) 849-7295.

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Super clean, Metisse bars, Filtron, comp. rlse, extra sprockets $695.00. (805) 746-2806.

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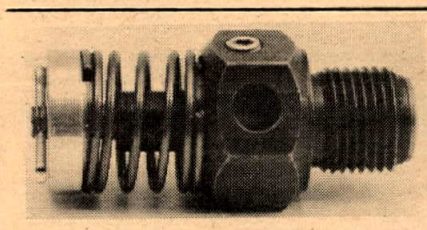

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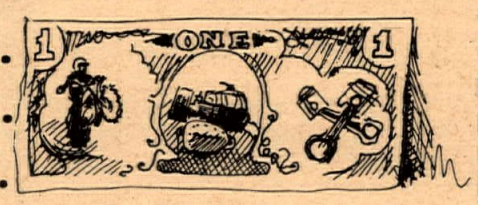

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YAMAHA 100cc TT bike. Fast & reliable. See at Ace Bike Shope, 1100 E. Artesia, Long Beach.

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MOTORCYCLE Trailer for sale. Two rails with '68 registration $40.00. (213) 246-8786 call p.m.

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67 HUSKY 250cc. Good cond. $695 or best offer. Saugus (805) 259-4833.

WANTED – Matador forks, rear shocks, clip-on bars, spark arrester. (213) 454-3126.

'67 PUR SANG new paint, tires, shocks, fresh engine $575.00. (213) 892-2079.

1948 TRIUMPH 500cc. 15 min. on new engine, all or parts. (714) 536-8493 after 2:00 p.m.

69 MAICO X4A. A-1 cond. Best in west. All extras – forced to sell – used 3 times. Ph. (714) 837-1357.

BULTACO Basket case 200cc, 1963 Sherpa complete w/pink. Crawford Enterprises, Brien (714) 548-5744.

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With 500cc Matchless single. For sale with or without engine. Consider trade for late model 250cc, 2 cycle, single. (213) 925-7382.

FOR SALE late model Triumph 650 TT Special all set up for dirt, can be easily modified for half mile. Will trade for a late model 250 half miler plus a small cash difference or sell outright for $850. Casmir Kanios, 4533 25th Ave., Ph: (412) 657-6372.

'68 YAMAHA ENDURO DT-1
Like new, excellent condition, 2,300 mostly street miles, has all original equipment, plus expansion chamber, and fork brace $625.00. (213) 765-6895.

LEATHER PANTS like new, 31-32 w & 28L, $20. Phone (213) 376-4573.

1966 SUZUKI – Completely equipped for racing flat track, short track, and TT races. (213) 377-2766.

WANTED – Hodaka 100cc, 5 sp. engines, basket case OK. Whole bike OK. Would be desert racer needs power! Warning, low budget but call anyway. (213) 359-6888.

SWAP OR SELL: New .243 Sako custom rifle, 3-9x variable scope, case, ammo ($325 value) for dirt bike, big or small. Evenings (213) 899-6656.

WANTED for Hodaka – Ceriani forks & 19" wheel, reasonable. (714) 526-4598 before 2:30 p.m. (213) 670-0131 ext. 577/578 after 4:00 p.m.

1960 LLOYD BUS good for hauling bikes, 69 tags $150. (714) 548-4553. Costa Mesa

1966 TRIUMPH 650–Ceriani forks & shocks, alloy wheels, Bates seat, skid plate, H&C torquer cams, long swinging arm, etc. $950.00. (805) 964-3789 Santa Barbara.

WANTED
New Harley Davidson Dealer opening soon in South Bay Area. Need Service Mgr., mechanic and parts man. Call Neil Haney (213) 361-3296.

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'63 MATCHLESS 650cc desert bike. Newly rebuilt, bored, pistons, rings, etc. Also tuned, 4:00 Dunlops $450.00. (213) 336-6111.

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DUCATI DIANA cam & factory megaphone, 27mm Del Orto carb, Webco air cleaner, tires–3.50x19 K-70 & 4.00x19 trails Univ. (714) 548-8545.

BULTACO – MAICO
Orange County Cycle, 205 No. Harbor Blvd., Santa Ana (714) 531-9984.

TRAILER – Custom built 3 bike trailer with 1969 license. Must see to appreciate. (213) 377-2766.

TRADE – 1967 Matchless 500 single – 10" radial saw, extra's, for 250 DT-1 or Matador or? (213) 359-7401.

'68 LOBITO, 125cc Sherpa engine, just rebuilt, new tires, Akront 17" rims, ext. swing arm, fork brace, etc. Super fast $350.00. (213) 342-3866.

'67 HODAKA – Girling shocks, new forks and seat cover, compression release $275. (213) 248-2452.

FOR SALE or trade: 1967 Maico Moto-X excl. cond. $395.00 or will trade for good Hodaka 90 or 100 late model with street equipt. (714) 846-9249.

68¾ GREEVES 360 MOTO-X
Comp. release, Barnett clutch, skid plate, Filtron filter, like new condition, fast & reliable $895.00. (714) 827-9821 Cypress.

PRIVATE PARTY must sell 250cc White dirt $350.00; 175cc Maico street $300.00; used less than 100 miles, excellent condition. (714) 527-8503.

1968 HARLEY Sportster XLCH like new. $1400 or best offer. (213) 861-4083. (Has '69 tags).

MUST SELL Montesa La Cross – excellent condition, many extras, see to appreciate. (714) 838-9287.

HODAKA Short Tracker straight cut gears, spool wheel, rigid frame, new tires, Barnett clutch, rebilt. engine, Reed valve & carb, 1-3/8 high comp. head w/comp. release, 114 lb. $295.00. 289-4351 Dave.

FOR SALE – Rblt. 1700cc S Porsche engine $425, want VW Van, may trade. (213) 376-4573.

'67 GREEVES Challenger. Ceriani forks, Filtron air cleaner, girling shocks, compression release $575.00. (213) 835-9872

'68 HODAKA 100, never raced, 1050 actual miles, (2) sets tires (street and dirt), exp. chamber, modified shocks, street legal with lights, battery and muffler $395.00 firm, no trades. (213) 378-6583.

NEW 68 TRI TR6-R 48 cu. in. No. 6 HC cams, Bates, tank, mirror, seat, bars, meg., CR fenders. Call (714) 968-4963. 9351 Velardo, Huntington Beach. Price: $1,100.00.

'69 HODAKA Street equipment, never used, lights, etc. (213) 367-4546 $30.

CONGRATULATIONS to the Nations #1 Tuner, on his recent promotion.

YAMAHA 80 dirt bike, '65, excellent condition, Maverick shocks, heavy duty springs in. Forks, expansion chamber, Carlisle tire, fast, reliable $195.00 firm. Sacrifice, must sell! (714) 523-0866.

1967 GREEVES Challenger, excellent condition. Ceriani back, big chain $595.00 (213) 673-5562.

FOR SALE – 1967 Yamaha Big Bear – $350.00. Eves (213) 371-0922.

SACHS Dec. 68 – 100cc, 5 speed cross country, ridden less than 2 hr. Must sell. Just like brand new $495.00. Call (213) 834-5587.

FREE 2:50-18 tire, new 13" girlings $25.00 or trade for any 11" shock. Dean L. Preston, 1814 11th St., Santa Monica, Calif.

FOUR CLASS A J.A.P.S
Also, one 1963 B.S.A. Gold Star and one H.D. 3-wheeler. All in excellent condition. Call (days) (213) 774-0761, (nights) (213) 428-6102.

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YAMAHA 1967-1/2 Wixom fairing – bags – rack – only 2100 miles, like new. See at B&B Motorcycle, Huntington Bch. Phone (714) 847-1144 only $550.00.

'68 PUR SANG excellent condition $600 or best offer. (213) 340-1942.

1968 BULTACO Sherpa 200cc, exc. cond. $500. Call (213) 431-0318.

BSA 650cc, dirt, immaculate, extra's $425.00. 1967 Matchless G-80, 500cc single, street or dirt, new license $750. 2 Triumph Cub's, extra's galore $475.00 for both. (213) 359-7401.

OSSA 175cc Turkey 66 model, stored 2 yrs. while oversea's. Also 57 Ford Ranchero, stick, 390 cu. in., clean. Both priced to sell fast. (213) 569-2743.

1969 BULTACO PUR SANG 250cc
New moto-cross model. Filtron, compression release, Diamond chain, 2 sets bars, spotless, must sell, going overseas $750.00. (213) 342-4231.

FOR SALE or trade: 500cc Triumph engine (1966), misc. parts, 6 complete wheels/tires, 46 plus overlay 68 thru 55, 43 plus overlay 60 thru 54. 1966 Yamaha road model. Make offer, will trade. (305) 677-0245.

MUST SELL HUSKYS
'67 HUSKY 250, perfect/best offer. '68 Husky 360, 21" ft. wheel, comp. release, also perfect/best offer. (714) 496-3810.

21 in. WHEEL, HONDA hub, 40 heavy spokes, Akront rim, new tire, fits Ceriani directly, Buchanan built, used five times, $100 invested – $75. (213) 670-1515 x6029, home (213) 645-9664. L. Bennett.

MAICO 1968-1/2 X4, 360cc motocross. 21" Akront, Filtron, skidplate. Extra sprocket, cables, jets, close ratio trans. Excellent condition $765.00. (213) 944-4869 Tom.

1968 CL 90 HONDA Set up for desert. 54 tooth sprocket, knob tires, new paint. Excellent cond., ridden by wife. $325.00 (213) 338-0255.

TRADE: 67 BSA 250 dirt bike for basket case unit construction. 650 Triumph or 68 5 speed Hodaka stock. Call (213) 630-4695 after 4:00. Ask for Dave or leave message.

HODAKA–Desert. Used mostly as play bike, raced 3 times. Competitive, excellent shape. $800 invested, want $350. Call for info. (213) 766-1262.

1962 AUSTIN HEALY Sprite, sharp, will trade for $600. (213) 537-1151.

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'68 KAWAS 120, 3.25 tires, ext. forks, frk brace, skd plt, wide bars, stl. levers, st. legal, 69 lic. $325. (213) 322-3518.

59 FORD PICKUP–F100, 292 V8, remfg. eng., shell champer, lots of storage $700. (714) 377-2371.

TO AMERICAN KAWA., The Rams Pit Crew, Roehr Bros., Tom Ruddy & Bill Van Tech. Thank you all very much for making my win at Elsinore possible. Don Afflack, Canoga Park.

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Goodyears, Disc brake, gearing, fairing, race ready. Engine has 500 miles, never raced. (714) 442-3338. 765 El Cajon Blvd., El Cajon, Calif.

'67 TRIUMPH Daytona 500 street $750. '62 Triumph 500 dirt & street $475.00. (805) 495-4733.

CZ MOTOCROSS 250cc
1968 with approx. 10 races. Expertly maintained and in perfect condition $600. With complete spares kit $700. With two spare wheels and tires $800. Leave message for Joel Wood at (213) 344-4004

HODAKA '67, bored, ported, big tires, extended forks, 28mm carb, engine rebuilt, hi-comp head, compression release, Barnett clutch, skid plate, extras. Call (213) 832-8666 ask for Rich.

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1960 MATCHLESS G12, 650cc completely rebuilt. Never ridden, best offer. Contact (213) 376-5177.

SINGLE RAIL Motorcycle trailer $75.00. Honda 19" wheel (front) complete $25.00. Wanted: 350 Ducati Head. (707) 762-9514.

1968 YAMAHA DT-1 250 Enduro, low miles, excellent condition, 69 licensed, make offer. (714) 982-4709.

TOP NOTCH MECHANIC WANTED
Experienced on Honda, Kawasaki and some 2 stroke – salary open – Call Mel at Motorcycle Specialties. (213) 330-3617

1967 TT SPECIAL. Sifton equipped racing machine. Extras: Tires, gears, etc. (213) 377-2766.

250 CZ MOTO-CROSS
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1968-1/2 CHALLENGER 250cc. Lots of extras. Excellent condition. Forced to sell $695.00. (213) 325-3494.

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Orange County Cycle, 205 N. Harbor Blvd., Santa Anta. (714) 531-9984.

'64 ESO 500. (714) 628-1953.

JOE PARKHURST, we missed you. Cal Poly Penguins M.C.

FOR SALE: Championship winning Manx 500cc engine and gearbox. Complete with spares $495.00. New Manx Magneto $125. Manx front wheel $95.00 Reg Pridmore, 2844 State St., Santa Barbara, Calif. 93105. (805) 967-8919.

1969 MX 360cc HUSQVARNA. Engine new –never run. Desperate, must sell $1000. (213) 784-8691.

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1966 500cc TRIUMPH top end new. Like new. See to appreciate. (213) 635-8745.

VINCENT COMET – Rare 500cc single with boat load of parts for complete remanufacture and restoration. No other parts needs – Must be seen to be appreciated – partially assembled $1,000.00. (213) 935-0124.

'68 PUR SANG comp. release, Filtron air, Metisse bar, 1/4 throttle, not abused $600.00 firm. (213) 256-6356.

FOR SALE: "61" 650 BSA, new tires, runs good, must sell $325 or best offer; "63" 250 Sprint $325, also leathers, tires, sprockets etc. (714) 546-3915.

HODAKA Steen S-S, Cerianis front and back, Webco head, filtron cleaners, quick throttle, big tires $475.00. After 3 p.m. ask for Chris (213) 862-1400.

HODAKA Frame, tank, forks $85.00. Best offer or trade? (714) 745-7399.

'64 JAWA Moto-Cross. Desert/Trials ready. Not abused. Call (213) 399-5965. $300 firm.

IMMACULATE 1968 Bultaco PurSang, never raced, less than 1000 miles $675 or trade for equally immaculate street equipped Yamaha DT-1. (805) 252-0360 Saugus.

1968 GREEVES 250cc
All new engine, Spring steel bars, and two plug head. Fast and reliable $600. (714) 247-7694.

'67 TRIUMPH TR6-C. Excellent cond. Just overhauled $850. (714) 887-2664.

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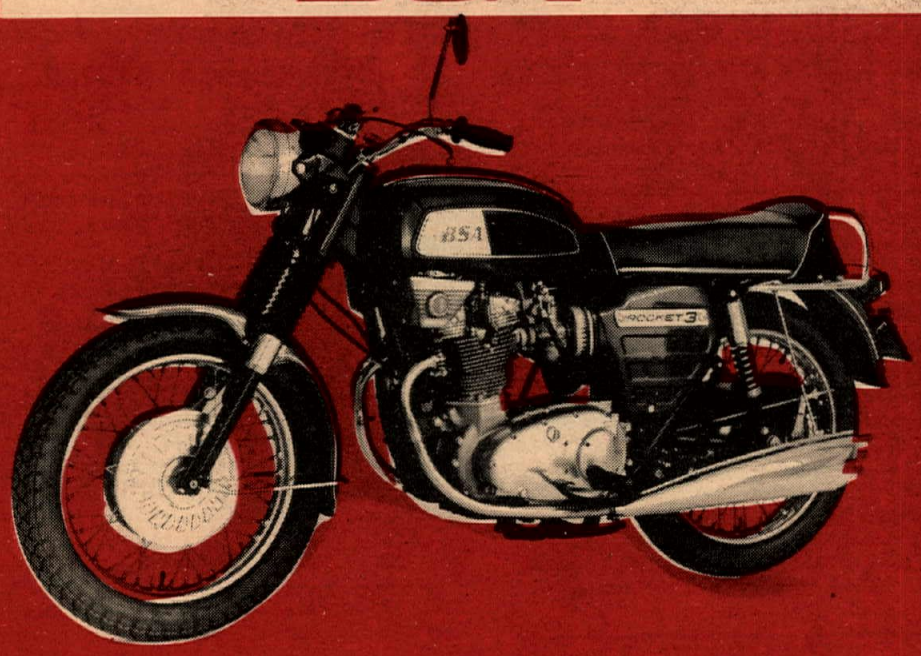

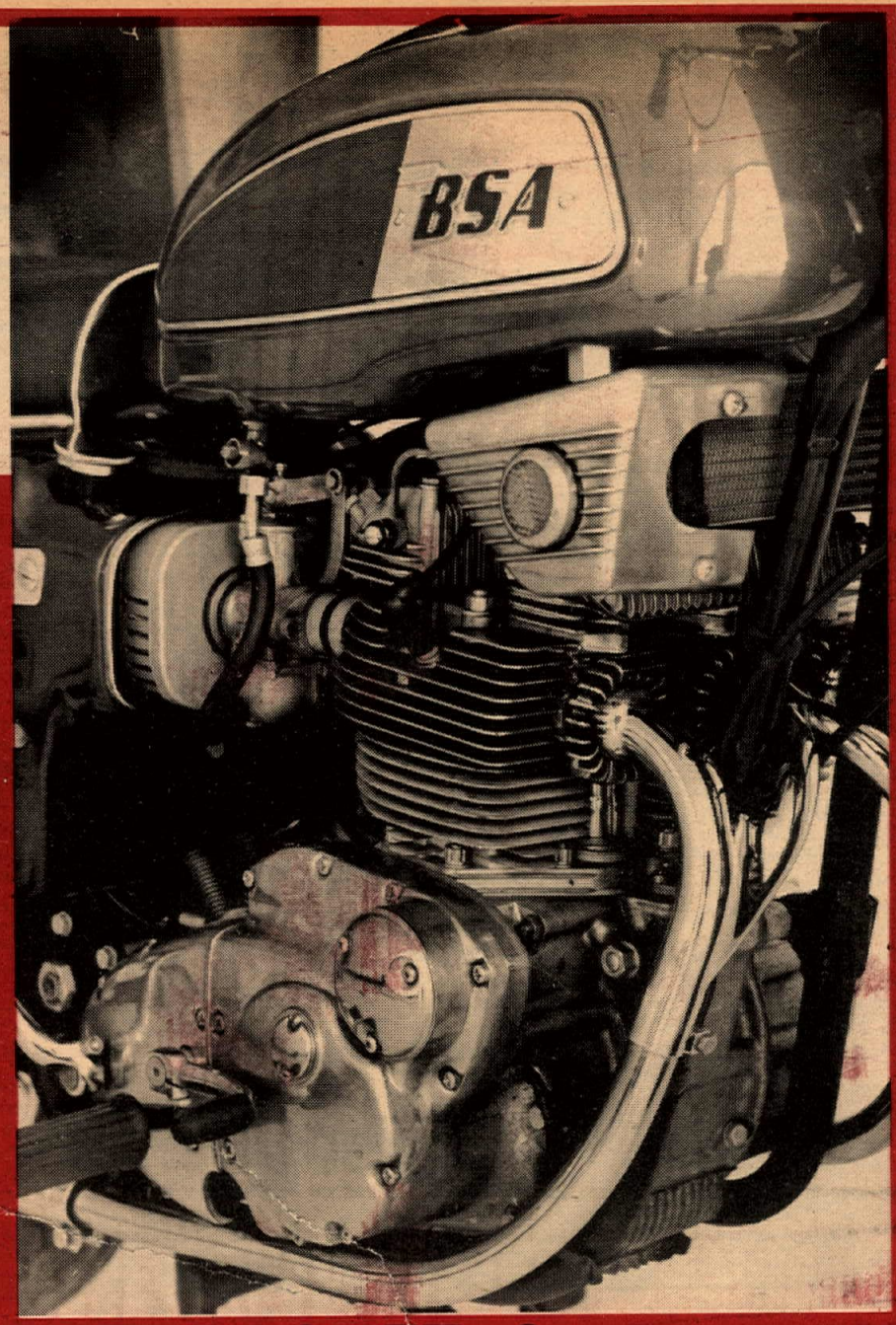

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